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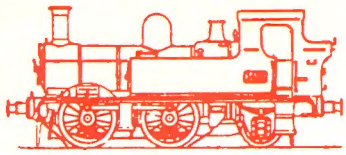

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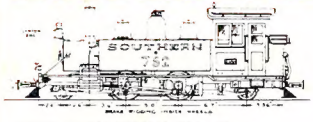

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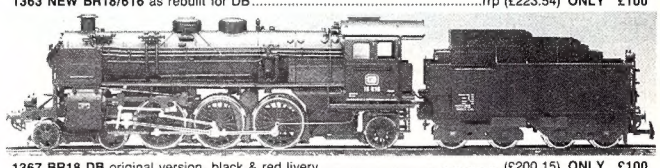

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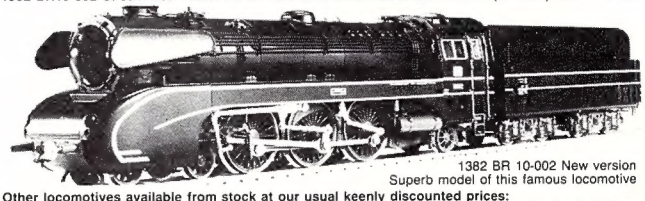

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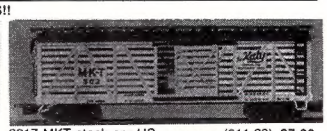

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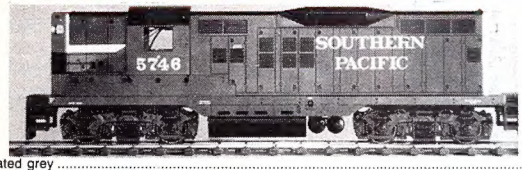
£265 

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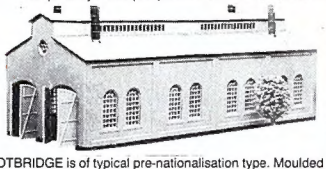

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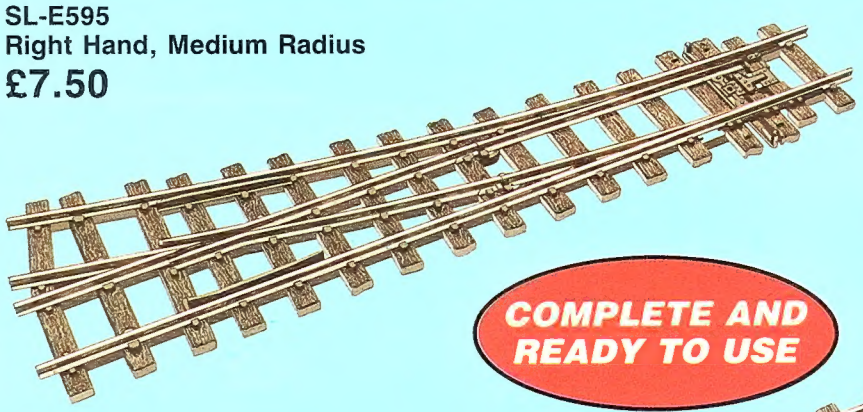

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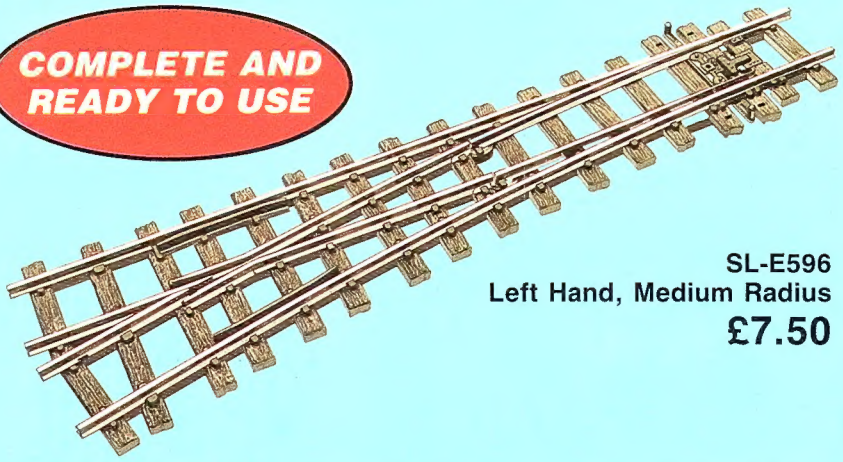

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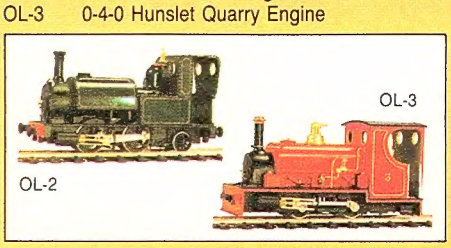

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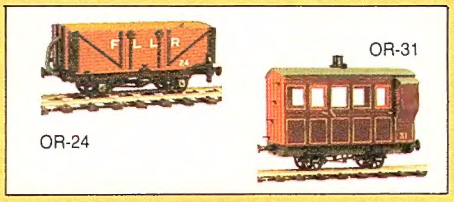

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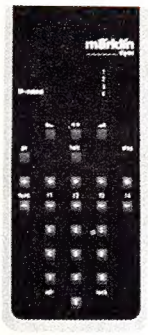

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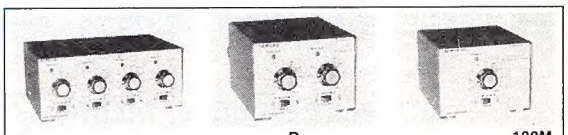

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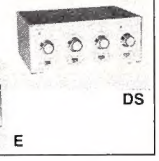

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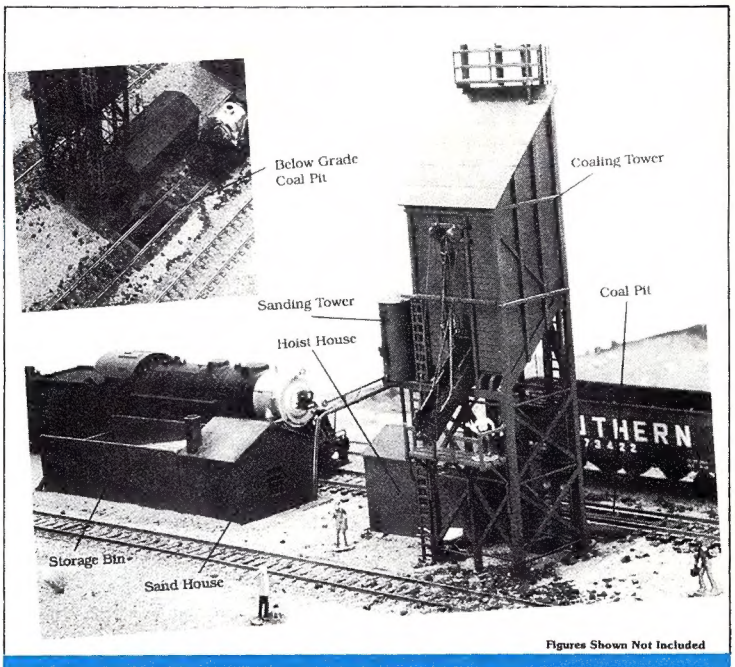

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9297K SBB 1st Schileren green £9.00
9562K DB 1st C'dr EpV blue/grey £10.00
9563K DB 1st Open EpV blue/grey £12.00
9566K DB 'Apfelpfteil' c'dr yellow/orange £12.00
9570K DB 'City-Bahn' EpIII £10.00
9571K DB 2nd Driving trailer S'fish EpV £14.00
9577K DB 2nd S'fish EpV wh/or £12.00
9592 SBB 'Hupac' grey/red £9.00

NUREMBERG SHOW 1993 Send for your copy of the 1993 Roco new release brochure. We should also have the 1993 Fleischmann Brochure. Our price lists are included. Send an A4 SAE with 34p stamp UK only. Overseas, let us have your credit card number and we will charge air postage at cost.

Due to the Pound devaluation and German inflation it is inevitable that there will shortly be significant price increases in Roco, Fleischmann and other ranges, but we believe that Continental model railways are still excellent value for money.

ROCO PRICES At time of writing this ad, as we have not yet had details of Roco price increases from the importer, CM readers have until 15th March, positively their last chance to obtain the Roco listed here at mostly pre-devaluation prices. This ad must be quoted to obtain these prices.

MODEL RAIL 93 26-28th February. For the 16th successive year we will have a stand at this, one of the UK's major shows in the SEC Glasgow. We will have plenty of Continental models for sale including a large selection of Fleischmann. It is worth the journey particularly from the North of England and there is a BR station adjacent to the Exhibition Centre. Have a day out and come and see us.

ROCO LINE The track system of the 90's. Send **£1.40** for sample rail, brochure and price list.

MARKLIN/ARNOLD DIGITAL Remember we do this two-way compatible 'King of 2-wire' systems.

CATALOGUES
ROCO HO 1992/3 **£4.99** plus **£1.00** p&p (phone re availability)
ROCO N 1991/3 **£2.50+50p** P&P.
FLEISCHMANN HO 1992/3 **£2.95+£1.00** P&P.
FLEISCHMANN N 1992/3 **£2.25+75p** P&P.
BEMO HO Swiss Catalogue **£3.50+£1.00** P&P.
BEMO-ZEUKE HO German Catalogue **£2.50+75p** P&P.

2938K DB Hopper open w/load brown £6.00
2939K DB Hopper open w/load grey £6.00
9046K SBB Eaos wagon grey £6.00
9067K DB Eaos open wagon £6.00
9068K SNCF E81 Eaos sand wagon £6.00
9073K FS Eaos open brown £6.00
Quantities of these models are limited. Offers cease when sold out.

FLEISCHMANN HO

4099 DB 98 0-8-0T £110.25
4155 **NEW** DB 55 0-8-0 ex G8 ..... £147.50
4156 DRG 56 2-8-0 ex-G8/2 ..... £135.95
4377 DB 103/1 Elec EpV red £120.25
4378 **NEW** DB Lufthansa 103 elec £130.55
4440 DB ICE 401 2-car set £164.35
4889 **NEW** 1992 Special set KBayStB 0-8-0 and 5 state railway wagons £209.90

FLEISCHMANN N

7065 DB 65 2-8-4T £91.65
7077 DB 78 4-6-4T £85.65
7099 DB 98 0-8-0T ex-Bay GtL4/4 ..... £93.65
7123 DB 23 2-6-2 ..... £103.75
7170 DB 011 4-6-2 ..... £95.30
7332 DB 140 Elec EpV red £76.00
7336 DB 110 Elec EpV red £76.00
7440 DB ICE 401 2-car EpV £154.00
7441, 7442 ICE coaches £26.80
7968 DB Track clean elec yellow £55.00
7888 1991 Special set DRG 38 4 6 0 3 Rhur Commuter coaches £151.00
7889 **NEW** 1992 Special set KBayStB 0-8-0 and 5 state railway wagons £176.75
9351 DB Lufthansa set 103 + 3 chs £136.75

BEMO HOm

We always have a selection of this fascinating, high quality range. Among items in stock are the following:
1252 118 RhB Ge4/4I Madrisa red £109.50
1258 119 RhB Ge4/4II Samedan green £109.50
1258 126 RhB Ge4/4II Filisur red £116.00
1262 207 **NEW** FO RGe4/4II red £185.00
7258 130 **NEW** RhB Bernina express set Ge4/4II No. 623 and 4 Bernina C'hs £275.00
7451 100 **NEW** RhB 4 w'rd open wagon £85.00
1265 134 RhB ABe4/4 Railcar 504 red £129.95
1273 139 RhB Tm2/2 tractor 19 ..... £65.00
1280 301 MOB GDe4/4 Vevey £130.00
2255 110 RhB Open wagon Gw Fb £10.50
2280 109 RhB Bogie bolster with load £22.50
2285 111/5/8 **NEW** RhB tankers Uah £24.50
3250 128 RhB 2nd standard coach red £19.50
3251 122 RhB Comp standard coach red £20.00
3252 129 RhB 1st standard coach red £20.00
3253 126 RhB 2nd coach 2316 ..... £19.75
3280 100 RhB Panorama Bernina £26.00
3281 102 **NEW** RhB Bernina 1st coach £39.50
3282 105/7 **NEW** RhB Bernina 2nd coach £39.50
3290 311 MOB 2nd coach £20.00
3292 317 MOB 1st coach £20.00
7263 100 **NEW** RhB rail set 4 wagons £87.50
7459 100 RhB 4 cement silo set £75.00

HAG HO

166 SBB Re4/4II elec red £225.00
187 **NEW** BT Re4/4 'Wittenbach' £250.00
181 **NEW** BLS Re4/4 'Speiz' £205.00

THE OLD BOOKING HALL

38 Old Sneddon Street, Paisley PA3 2AL, Scotland. Tel. 041-887 9766. Fax. 041-848 9486

Access (MasterCard), Visa and American Express accepted; mail order standard charge £1.30. Overseas (except EC) orders less 14.9% VAT; postage at cost. Open Monday-Saturday 9.15-5.30pm

FLEISCHMANN HO TRAIN SETS

6315 Goods set £48.95
6325 Passenger set £53.95
6350 Lufthansa set £162.95
6365 Goods set £64.95
6368 Passenger set £97.95
6378 Eurocity set £279.95
6592 1992 Start set £98.95

FLEISCHMANN HO LIMITED EDITION

4889 Pick up goods set £199.95
The items from the Limited Edition sets are all available separately. Please phone for details

FLEISCHMANN N TRAIN SETS

9315 Goods train set £50.95
9326 Passenger set £107.95
9350 Airport Express £139.95
9351 New Airport Express £149.95
9377 IC Express set £229.95
9392 1992 Start set £83.95

FLEISCHMANN N LIMITED EDITION

7889 Pick up goods set £174.95

FLEISCHMANN OO/HO STEAM LOCOS

4000 Black Anna tank £35.50
4010 Class 89 DR tank £87.95
4019 Class 89 DR tank £55.95
4020 Class 89 DR tank £83.95
4028 Green Charlie £94.95
4052 Class 64 DR tank £95.95
4063 Class 64 DR tank £95.95
4064 Class 64 DB tank £90.95
4065 Class 65 DB tank £129.95
4077 Class 78 DR tank £131.95
4078 Class 78 DB tank £131.95
4092 Class 94 DR tank £107.95
4093 Class 94 DB tank £105.95
4094 Class 94 DB tank £105.95
4095 Class 94 in black £105.95
4098 Class 98 DR tank £104.95
4099 Class 98 DB tank £108.45
4115 Class 'T3' DR £92.95
4124 Class 53 DR tender £73.95
4137 Class 39 DR tender £158.95
4138 Class 39 DB tender £157.95
4139 Class 39 DR tender £156.95
4142 Class 24 DB tender £102.95
4146 Euroloco 0-8-0 £101.95
4155 Class 55 DB tender £145.95
4156 Class 56 DR tender £133.95
4157 Class 56 DB tender £135.95
4160 'P8' DR livery £122.95
4161 'P8' Black livery £122.95
4162 'P8' Tub tender £133.95
4169 Class 01 DB £135.95
4171 Class 03 black £124.95
4173 Class 03 red £114.95
4174 2-10-0 freight £136.95
4176 Class 50 2-10-0 £147.95
4181 2-10-0 DR freight £139.95

OO/HO DIESEL LOCOMOTIVES

4203 Industrial diesel loco £36.50
4204 As 4203 in green £36.50
4224 Class 361 new red £79.95
4225 Class 261 old red £75.95
4227 Class 261 blue £82.95
4229 Class 212 new red £80.95
4230 Class 212 old red £74.95
4231 Class 212 blue £80.95
4233 Class 218 DB £87.95
4235 Red Stag diesel £88.95
4237 Class 218 new red £87.95
4238 Class 218 old red £87.95
4246 'Warship' green £88.95
4247 'Warship' blue £88.95
4270 Belgian A1A green £114.95
4273 Danish A1A red/brown £114.95

OO/HO ELECTRIC LOCOMOTIVES

4300 Red steeple cab £43.95
4303 Green steeple cab £43.95
4305 'Edelweiss' rack £58.95
4326 Class 141 green £104.95
4327 Class 141 new red £104.95
4328 Class 141 blue/cr £108.95
4329 S-Bahn 141 orange £110.95
4330 E44 Old electric £116.95
4341 Swiss Re4/4 £110.95
4342 Re4/4 all red £108.95
4343 Re4/4 all green £111.95
4345 Swiss old Ae3/6 £129.95
4347 Class 111 new red £106.95
4348 Class 111 blue/cr £103.95
4349 S-Bahn 111 orange £104.95
4352 Class 120 red £112.95
4365 Swedish Bo-Bo £106.95
4367 Austrian Bo-Bo £108.95
4372 Dutch type 1200 £118.95
4376 Class 103 red/cr £114.95
4377 Class 103 new red £108.95
4378 Airport 103 expr £127.95
4380 Class 151 green £108.95
4381 Class 151 blue/cr £114.95
4382 151 red £120.95

MULTIPLE UNITS

4400 VT98 Railbus £85.95
4432 614 Centre coach £22.95
4436 614 Centre coach £21.95
4438 614 Regio railcar £126.95
4439 Regio centre coach £24.95
4440 ICE driving units £159.95
4441 ICE 1st coach £28.95
4442 ICE 1st coach £27.95
4443 ICE 1st coach £27.95
4444 ICE restaurant £24.95
4445 ICE 2nd coach £28.95
4446 ICE 2nd coach £27.95
4447 ICE 2nd coach £27.95
4448 ICE 2nd coach £27.95
4449 ICE 2nd coach £27.95
4470 Dutch 'Sprinter' £146.95
4472 Dutch plan V emu £153.95
4933 Track cleaner blue £104.95
4938 Track cleaner red £105.95

FLEISCHMANN OO/HO BALLASTED PROFI TRACK

6101 200mm straight £1.14
6102 105mm straight £1.09
6103 100mm straight £1.09
6106 800mm Flexi track £3.85
6107 10mm straight £1.24
6110 Extender track £4.20
6112 Uncoupler track £9.95
6113 Uncoupler track £12.95
6114 Uncoupler track £3.90
6116 Buffer stop track £2.80
6117 Buffer stop £2.18
6120 Radius 1 curve £1.35
6122 Rad. 1½ curve £1.30
6125 Radius 2 curve £1.48
6127 Radius 2½ curve £1.35
6131 Radius 3 curve £1.40
6133 Radius 4 curve £1.40
6138 Opp. points curve £1.40
6139 Turntable curve £1.50
6140 Pair of man. points £22.95
6141 Pair of electric points £34.95
6142 Pair curved points £25.95
6143 Pair electric curved points £36.95
6150 Small turntable £26.95
6151 Ext. for 6150 £7.00
6152 Electric turntable £145.00
6153 Ext. tracks for 6152 £10.95
6157 3-way manual point £22.95
6158 3-way electric point £34.95
6160 36° crossover £6.70
6162 18° crossover LH £8.45
6163 18° crossove RH £8.45
6164 LH Double slip £26.95
6165 RH Double slip £26.95
6166 LH Electric slip £32.95
6167 RH Electric slip £32.95
6170 LH Straight point £11.50
6171 RH Straight point £11.50
6172 LH Electric point £17.50
6173 RH Electric point £17.50
6174 LH Curved point £13.00
6175 RH Curved point £13.00
6176 LH Electric point £18.75
6177 RH Electric point £18.75

TRACK PACKS

6190 Track pack B £49.95
6191 Track pack C £43.95
6192 Track pack D £52.95
6193 Track pack E £50.95
6194 Track pack F £73.95
6195 Points control set £20.95

FLEISCHMANN N GAUGE STEAM LOCOS

7000 0-4-0 tank £36.95
7025 Class 80 0-6-0 tank £61.95
7030 Class 91 2-6-0 tank £62.95
7031 As 7030 in black £62.95
7035 Class 81 0-8-0 tank £67.95
7065 Class 65 2-8-4 tank £89.95
7077 Class 78 DB tank £84.95
7079 Class 78 DR tank £84.95
7092 DR Class 94 tank £83.95
7093 Class 94 DB tank £83.95
7094 Class 94 0-10-0 £83.95
7095 As 7094 in black £83.95
7098 Class 98 DR tank £89.95
7099 Class 98 DB tank £91.95
7123 Class 23 DB tender £99.95
7124 Class 53 DR tender £75.95
7138 Class 39 DB tender £105.95
7139 Class 39 DR tender £103.95
7156 Class 56 DR tender £95.95
7157 Class 56 DB tender £97.95
7159 'P8' in DR livery £83.95
7161 'P8' in all black £83.95
7162 'P8' + tub tender £85.95
7163 DB Class 38 £84.95
7164 DR Class 38 £84.95
7170 Class 011 DB Pacific £93.95
7171 Class 012 oil fired £93.95
7172 01 Streamlined £86.95
7175 Class 50 freight £97.95
7178 2-10-0 in black £97.95
7179 Tub tender 2-10-0 £99.95

N GAUGE DIESEL LOCOS

7218 Industrial 0-6-0 £38.95
7229 Class 212 new red £62.95
7230 Class 212 old red £57.95
7231 Class 212 turq/cr £62.95
7234 Class 218 red/cr £64.95
7235 Class 218 new red £67.95
7237 Class 218 old red £67.95
7238 Class 218 turq/cr £69.95
7239 City-Bahn 218 £69.95

N GAUGE ELECTRIC LOCOS

7307 Rack & Pinion loco £63.95
7326 Class 141 green £85.95
7327 Class 141 new red £82.95
7328 Class 141 turq/cr £85.95
7329 City-Bahn 141 £86.95
7332 Class 140 new red £81.95
7333 Class 110 turq/cr £81.95
7334 Class 140 blue £78.95
7335 Class 110 blue £78.45
7336 Class 110 new red £81.95
7340 Swiss Ae4/4 green £88.95
7347 Class 111 new red £81.95
7348 Class 111 turq/cr £79.95
7349 S-Bahn 111 £80.95
7351 Class 120 new red £86.95
7360 French Bo-Bo green £82.95
7363 Dutch 1600 yellow £86.95
7365 Swedish Rc4 £90.95
7366 Austrian 1043 £90.95
7368 Swedish Du2 £85.95
7369 DB E32 old green £82.95
7376 Class 103 red/cream £87.95
7377 Class 103 new red £88.95
7380 Class 151 green £84.95
7381 Class 151 turq/cr £89.95
7382 Class 151 new red £89.95

MULTIPLE UNITS

7410 Glass train blue £87.50
7428 Railcar 218 blue £99.95
7438 Railcar 614 Regio £99.95
7439 614 Centre coach £19.95
7439 614 Centre coach £19.95
7440 Inter-City Express £149.95
7441 ICE 1st coach £26.50
7442 ICE 1st coach £25.50
7443 ICE 2nd coach £25.50
7444 ICE restaurant £28.50
7445 ICE 2nd coach £26.95
7446 ICE 2nd coach £25.50
7447 ICE 2nd coach £25.50
7448 ICE 2nd coach £25.50
7449 ICE 2nd coach £25.50
7471 Dutch dmu £104.95
7968 Rail cleaner loco £65.95

FLEISCHMANN N GAUGE TRACKWORK

9100 222mm straight £1.09
9101 111mm straight £1.04
9102 57.5mm straight £1.04
9103 55.5mm straight £1.04
9104 27.5mm straight £1.04
9106 Flexi track £3.75
9108 Connector track £7.15
9110 Extender track £3.80
9112 Electric uncoupler £9.50
9114 Manual uncoupler £3.75
9116 Buffer stop £2.30
9119 Rack track £2.30
9120 Radius 1 curve £1.09
9122 Radius 1½ curve £1.04
9123 Radius 1 curve piece £1.04
9125 Radius 2 curve £1.20
9127 Radius 2½ curve £1.09
9128 Radius 2 curve piece £1.09
9130 R3 full curve £1.30
9131 R3 ⅓ curve £1.20
9135 R4 Full curve £1.30
9136 R4 ½ curve £1.25
9139 Pair manual points £20.95
9141 Pair electric points £32.95
9142 Pair curve points £23.95
9143 Pair electric curve points £34.95
9150 Manual turntable £27.95
9151 Turntable extension £7.20
9152 Electric turntable £132.95
9153 Turntable extension £8.25
9157 Manual 3-way point £19.95
9158 Electric 3-way point £31.95
9161 Crossover £5.75
9162 Crossover £8.95
9163 Crossover £8.95
9170 LH Manual point £10.50
9171 RH Manual point £10.50
9172 LH Electric point £15.95
9173 RH Electric point £15.95
9174 LH Curved point £11.50
9175 RH Curved point £11.50
9176 LH Electric curve point £17.50
9177 RH Electric curve point £17.50
9184 Manual double slip £21.50
9185 Manual double slip £21.50
9186 Electric double slip £26.95
9187 Electric double slip £26.95

N GAUGE TRACK PACKS

9189 Track pack B £36.45
9190 Track C £39.75
9191 Track pack D £48.50
9194 Track pack E £50.25
9195 Point control set £22.00
9196 Track pack F £68.50
Send a S.A.E. for latest Fleischmann price list.

MARKLIN Z STARTER SETS

8161 Large steam goods set £219.99
8180 Steam goods set £69.99

MARKLIN Z TRAIN PACKS

8104 Prussian passenger pack £124.99
8107 DB Commuter pack £143.99
8108 Orient Express pack £214.99
8119 Prussian Langenschwalbach train £205.99
8130 Provincial freight pack £139.99
8131 Allgau Zollern train pack £143.99
8133 Rheingold train pack £212.99
8134 500th Anniv. Post £99.99
8135 Dompfeil Express £167.99
8137 DB Rag freight £134.99
8138 Prov. coal train £109.99
8155 Lufthansa Express £135.99

MARKLIN Z LOCOMOTIVES

8802 Track cleaning r/bus £49.50
8803 DB Cl. 24 2-6-0 £63.25
8804 DB Cl. 260 diesel £52.25
8805 DB Cl. 89 0-6-0T £49.75
8806 DB Cl. 78 4-6-4T £116.75
8807 US Mikado 2-8-2 £99.50
8809 USA F7 SP diesel £78.50
8811 DB Cl. 144 electric £93.50
8814E Cl. 78 Silver £369.95
8816 DB Type 798 r/bus £50.25
8817 DB 998 Railbus trailer £19.50
8820 DB Cl. 221 diesel £78.50
8822 DB Cl. 194 electric £117.95
8823 SBB Re4/4 IV elec £105.25
8824 DB Cl. 194 elec £117.95
8825 DB Cl. 144 elec £99.95
8826 DB Cl. 151 elec £99.95
8827 DB Cl. 41 2-8-2 £94.95
8838 DB Cl. 139 elec £93.75
8839 DB Cl. 139 elec £93.75
8841 DB Cl. 110 elec £93.75
8842 DB Cl. 111 elec £78.25
8843 DB Cl. 111 elec £90.50
8847 SBB Re4/4 IV elec £105.25
8848 DB Cl. 120.1 elec £86.75
8849 SBB Ae6/6 Alldorf £96.25
8851 SBB Ae3/6 II elec £105.95
8853 DB Cl. 120 elec £84.25
8854 DB Cl. 103 elec £85.95
8856 SBB Be6/8 Croc £124.50
8858 DB Cl. 151 elec £93.75
8860 USA F7 Santa Fe £78.50
8864 DB Cl. 260 diesel £50.25
8865 DB Cl. 361 diesel £84.95
8866 DB Cl. V160 diesel £93.75
8867 DB Cl. 103 elec £89.95
8870 K Bay Stats.B 53/6 £106.50
8871 DB ICE set £249.95
8875 DB Cl. 216 diesel £67.95
8876 DB Cl. 218 diesel £76.50
8879 DB Cl. 218 diesel £76.50
8884 DB Cl. 050 2-10-0 £118.50
8885 DB Cl. 003 4-6-2 £87.95
8892 K/Bay Stats.B 53/6 £93.75
8893 DB Cl. 18/4 4-6-2 £88.50
8895 DB Cl. 74 2-6-0T £54.95
8896 DB Cl. 86 2-8-2T £89.95
8899 DB Cl. 038 4-6-0 £78.50

MARKLIN Z TRACK PACKS & CATENARY SETS

8190 Track Pack E — man £31.95
8191 Track Pack E — elec £52.95
8192 Track Pack T1 £55.95
8193 Track Pack T2 £52.50
8194 Track Pack I3 £80.95
8198 Catenary set S/E £55.50
8199 Catenary set T1, T2, T3 £103.95

MARKLIN Z TRACK

8500 Straight 110mm £1.05
8503 Straight 55mm 95p
8504 Straight 25mm 95p
8505 Straight 220mm £1.30
8506 Straight 108.6mm £1.05
8507 Straight 112.8mm £1.05
8510 Curve 145mm radius 45° £1.15
8520 Curve 195mm radius 45° £1.25
8521 Curve 195mm radius 30° £1.15
8529 As above with terminal £5.25
8530 Curve 220mm radius 45° £1.25
8531 Curve 220mm radius 30° £1.15
8539 As above with terminal £5.25
8559 Long crossing £7.50
8560 Double slip £23.75
8562 L/H electric point £16.25
8563 R/H electric point £16.25
8565 L/H man. point £9.95
8566 R/H man. point £9.95
8568 L/H curved elec. point £17.50
8569 R/H curved elec. point £17.50
8587 Uncoupler track £9.50
8588 Isolating track £2.95
8589 Str contact track £4.95
8590 Str feeder track £3.50
8591 Curved track 490mm £1.15
8592 Adj length track £3.25
8594 Flexible track 660mm £3.75
We stock, or can obtain the complete Marklin Z gauge range. Why not give us a try! Send a S.A.E. for price list.

PECO TRACK & ACCESSORIES

SL100 25yds N/silver wood sleeper £31.99
SL100 50yds N/Silver wood sleeper £62.99
SL100GS 25yds steel wood sleeper £23.49
SL100GS 50yds steel wood sleeper £45.99
SL102 25yds N/silver con sleeper £31.99
SL102 50yds N/silver con sleeper £62.99

PECO POINTWORK OO/HO

SL91 R/H Small radius point £4.25
SL92 L/H Small radius point £4.25
SL95 R/H Medium radius point £4.70
SL96 L/H Medium radius point £4.70
SL97 Y Small radius £4.35
SL98 Y Large radius £5.00
SL88 R/H Large radius point £5.20
SL89 L/H Large radius point £5.20
SL86 R/H Curved radius £5.45
SL87 L/H Curved radius £5.45
SL90 Double slip £15.00
SL99 3-way point £11.80
SL03 Short crossing £4.00
SL94 Long crossing £4.45
Add 10p per point for Electrofrog

PECO FINESCALE OO

SL100F 25yds N/silver £34.99
SL E195 R/H Medium point £5.20
SL E196 L/H Medium point £5.20
SL E188 R/H Large point £5.65
SL E189 L/H Large point £5.65
SL194 Long crossing £4.60
SL180 Single slip £16.00
SL190 Double slip £17.20

PECO OO SETRACK

SL100 Starter track set £28.75
ST200 Std straight 6⅜" 55p
ST201 Double straight 133³/₁₆" 90p
ST202 Short straight 3¹/₁₆" 50p
ST203 Short straight 50p
ST205 Isolating track 6⅜" £1.40
ST220 Std curve 1st radius 74p
ST221 Double curve 1st radius 95p
ST222 ½ curve 1st radius 59p
ST225 Std curve 2nd radius 75p
ST226 Double curve 2nd radius 95p
ST227 ½ curve 2nd radius 59p
ST240 R/H point £4.00
ST245 L/H point £4.00
ST242 R/H curved point £5.45
ST243 L/H curved point £5.45
ST250 Diamond crossing £4.00
Setrack point underlay ... each 90p
ST270 Sleeper built buffer 67p
ST271 Uncoupling ramp 63p
ST273 Twin power conn. clips £1.17
ST280 Track fixing nails 85p

PECO OO ACCESSORIES

Point underlays ... pair £1.90
SL50 Roll of underlay £3.50
SL10 Pack of 24 railjoiners 90p
SL11 pack of 12 ins rail joiners 90p
SL110 Pkt 24 railjoiners for f/scale 95p
SL111 Pkt 12 ins railjoiners for f/scale 95p
SL112 Pkt 12 streamline to f/scale joiners and conductive inserts £2.20
SL14 Track pins 55p
SL40 Railbuilt buffer 50p
SL41 Sleeper built buffer 85p
SL43 Loco lift £6.15
PL10 Point motor £2.30
PL12 Adaptor base 75p
PL13 Accessory switch £1.24
PL16 Point motor switch £2.18
PL17 Probe £1.20
PL18 Studs for probe £1.45
PL41 Rail cleaning block £1.15
PL64 Electrolube £2.15
PL70 Loco servicing cradle £2.85

PECO O GAUGE TRACK

SL700 12yds N/silver £31.68
SLE791 R/hand point £20.20
SLE792 L/hand point £20.20
SLE794 Long crossing £23.45
SLE797 Y point £20.20

PECO O-16.5, G45 & G GAUGE

SL500 12yds O-16.5 flexi £21.99
SLE597 O-16.5 Y point £5.35
SL600 12yds SM32 flexi £44.99
SLE697 SM32 Y point £19.75
SL800 12yds Gauge 1 flexi £51.99
SL810 Rail joiners for SM32 & G1 £1.45
SL900 6yds G gauge flexi n/silver £36.99
SL900A 6yds G gauge flexi aluminium £29.99
SL995 G gauge R/H point £24.99
SL996 G gauge L/H point £24.99
ST902 G gauge s/track straight £2.75
ST905 G gauge S/track curve £2.75
SL910 G gauge rail joiners £2.70
SL912 G gauge joiners PL OO to LGB £2.70

VOLLMER

3505 Waldbronn Station £24.30
3532 Covered Platform £11.04
3560 Baden Baden Station £42.25
3626 Funfair Set £46.54
3696 Forge £15.50
3697 Liquor Store £18.78
3699 Village St. Cont. 3693 3696 3697 £50.58
3706 Restaurant £16.43
3707 Alpine Dairy £20.20
3718 House with garage £8.70
3739 Cathedral £35.73
3755 Police Headquarters £25.65
3759 Fire Station £23.99
3760 City Hall £30.80
3770 Coffee House £17.85
3772 Hotel £17.85
3773 Public Records Office £17.85
3790 Clinic £37.40
3791 Black Forest House £16.43
3793 Sawmill £24.70
3801 Apartment House £18.33
3802 Car Park £25.65
5605 Freight Terminal £20.69
5607 Vehicle Depot £18.32
5608 Brewery Under Demolition £19.99
5609 Brewery £23.49
5709 Footbridge £10.32
5722 Coaling Stage £31.49
5723 Gravel Loader £31.49
5725 Gasometer £25.99
5749 Maintenance Yard £50.30
5754 3 Stall Roundhouse £38.80
5758 6 Stall Roundhouse £59.25

VOLLMER N

7540 Goods Shed £15.00
7543 Water Tower £8.70
7602 Signal Box £11.73
7609 3 Stall Engine Shed £20.45
7687 Liquor Store £16.23
7688 Bakery £15.00
7689 Vintners Lodge £14.10
7690 Village Street £41.40
7692 Flower Shop £14.10
7693 Boutique £14.10
7700 Small House £4.67
7709 Farmstead £40.90
7710 Village Set £19.55
7712 Inn £14.10
7715 Bungalow £8.23
7718 Country House £8.23
7723 Photo Shop £7.33
7732 Vicarage £10.80
7733 Winehouse £10.30
7734 Village Set £43.50
7738 House on Fire £13.60
7739 House Under Construction £13.60
7742 Restaurant £15.50
7753 Mayor's House £11.07
7754 Museum £10.00
7761 City Hall £30.35
7773 Merchant's House £12.70
7774 Fire Station £24.25
7778 Garage £6.34
7795 Funfair Set £42.10

MARKLIN HO

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2602 Large Digital set £389.95
2604 M.T/outs w/decoder £59.95
2610 Digital set K Tr £334.95
2620 Digital start set £269.95
2627 2-Rail start set £359.95
2663 VW transport £159.95
2664 1960's Express £205.95
2665 Old Time Express £246.50
2666 Airplane Transport £184.95
2668 DB Lufthansa Express £234.95
2675 Users Guide to Digital £14.95
2650N King Ludwig 3 rail £749.95
2690 500th Anniv. Post £143.95
2690N King Ludwig 2 rail £769.95

Train Packs

2835 NS Tr laying train £119.95
2846 CFL Tr maint. train £119.95
2847 SBB Branch goods £104.95
2848 B. Cement train TBA
2861 Sugar beet train £117.95
2863 VW transport £143.95
2864 1960s Express £191.25
2865 Old Time Express £229.50
2866 Airplane transport £177.95
2867 DB Lufthansa Express £192.95
2868 DB Lufthansa Express £222.95
2880 King Ludwig train £739.95
2890 500th Anniv. Post £130.95

Locomotives

3000 DB Cl. 89 tank £39.95
3001 DB Cl. 163 elec £64.95
3003 DB Cl. 24 ten. loco £66.95
3016 DB Type 795 r/car £52.95
3032 DB Cl. 81 tank £73.50
3034 DB Cl. 141 elec £80.50
3037 DB Cl. 141 elec £80.50
3039 DB Cl. 110 elec £80.50
3042 DB Cl. 111 elec £83.95
3049 DB Cl. 104 elec £92.50
3053 DB Cl. 103 elec £99.50
3058 DB Cl. 151 elec £95.95
3060 USA F7 Santa Fe £66.95
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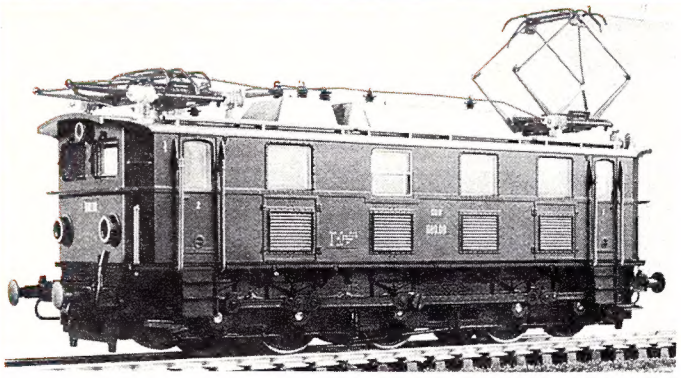

ÖBB Class 1180

LOCOMOTIVES

0101 KKStb D120 0-6-0 steam loco £22.85
0110 BBO Class 729 steam loco £40.80
0120 OBB Class 52 steam loco – coal tender (bl/red) £56.80
0121 OBB Class 52 steam loco – black/red with brake cab tender £56.80
0122 OBB Class 52 steam loco – black with brake cab tender £56.80
0131 OBB Class 3071.10 steam Triebwagen – green £60.25
0132 OBB Class 3071.01 steam Triebwagen – green £60.25
0133 BBO Class 71.503 steam Triebwagen – black ..£60.25
0134 BBO Class 71.516 steam Triebwagen – black ..£60.25
0135 BBO Class DT1.06 steam Triebwagen – green ..£60.25
0221 DB Class 52 steam loco – black/red £60.25
0231 DRG Class 71.505 steam Triebwagen – black..£60.25
0232 DRG Class 71.511 steam Triebwagen – black..£60.25
0301 OBB 1042.51 electric Epoche IV – green £44.80
0302 OBB 1042.519 electric Epoche V – red £44.80
0303 OBB 1042.635 electric Epoche V – red £44.80
0322 OBB 1046.024 electric Epoche V – red £54.50
0326 OBB 1046.009 electric Epoche V – red/white ..£54.50
0327 OBB 4061.06 electric Epoche V – green £54.50
0331 OBB 1046.007 electric Epoche V – red/grey £54.50
0332 OBB 1046.012 electric Epoche V – red/grey £54.50
0341 OBB 1146.001 electric Epoche V – red/cream .£54.50
0381 OBB 1180.08 electric Epoche IV – green £68.00
0382 OBB 1180.01 electric Epoche IV – red £68.00
0383 OBB 1180.005 electric Epoche V – green £68.00
0384 BBO 1080.103 electric Epoche II – green £68.00
0385 OBB 1180.09 electric Epoche III – green £68.00
0391 OBB 1080.007 electric Epoche V – green £69.60
0392 OBB 1080.014 electric Epoche V – red £69.60
0393 OBB 1080.019 electric Epoche IV – green £69.60
0394 OBB 1080.015 electric Epoche IV – red £69.60
0395 OBB 1080.008 electric Epoche II – green £69.60
0481 DRG E88.107 electric Epoche II – green £68.00
0491 DRG E88.012 electric Epoche II – green £68.00

0501 OBB 2067.102 diesel shunter – orange/cream..£42.80
0502 OBB 2067.104 diesel shunter – orange £42.80
0503 OBB 2067.106 diesel shunter – red/grey £45.20
0511 OBB 2143.13 diesel loco Epoche III – green.... £47.20
0512 OBB 2143.46 diesel loco Epoche III – red £48.80
0513 OBB 2143.020 diesel loco Epoche V – red £47.20
0514 OBB 2143.026 diesel loco Epoche V – red/white £50.00
0591 OBB 2060.08 diesel shunter Epoche IV – red... £20.00
0592 OBB 2060.08 diesel shunter Epoche IV – grn.. £20.00
0601 SNCB 6038 diesel loco £52.80
0602 SNCB 6079 diesel loco £52.80
0603 SNCB 210.080 diesel loco £52.80
0604 SNCB 6077 diesel loco – green £52.80
0605 SNCB 6016 diesel loco – yellow/green £56.00
0606 SNCB 6088 diesel loco – yellow/green £56.00
0701 OBB 4020.059 3-car EMU – blue/cream £91.20
0801 OBB 5046.14 diesel railcar – blue/cream £39.20
3951 Trailer for above £8.00

DISCONTINUED LOCOS – STILL AVAILABLE EX STOCK –

OBB 1044 Electric – red £45.45
OBB 1044 Electric – red/white (limited edition) £48.50
OBB 1044.107 electric – high vent – red £45.45
OBB 1046 'POLIZEI' electric (limited edition) £60.25

BOGIE COACHES – 1:87

3851 OBB 2nd class Epoche V – green £16.45
3852 OBB 2nd class Epoche IV – jaffa £17.20
3854 OBB 2nd class Epoche IV/V – green £18.45
3861 OBB 1st/2nd class Epoche III £16.45
3862 OBB 1st/2nd class Epoche IV £16.45

SPECIALS

OBB Museum coach – jaffa (sonderseries) £19.00
009 Open wagon set – 1 DR/2 CSD/2 MAV/1 PKP..£33.35
364CH SBB Container wagon – type sgns – 2 containers £15.90
Heurigenwagen (2 axle coach) ex-Bihwo 39016 ..... £8.05

WAGONS

309CH BLS L7 Open wagon £5.50
3091 OBB Open with Brake Platform Epoche IV £5.75
3092 DB Open with Brake Platform Epoche IV £5.75
3093 OBB Open with Brake Platform Epoche III £5.85
3094 DB Open with Brake Platform Epoche III £5.75
3095 DSB Open with Brake Platform Epoche III £5.75
3096 DSB Open with Brake Ptform – Epoche III/IV £5.75
3097 DSB Open with Brake Ptform Epoche IV £5.75
3098 Swiss Open Wagon L7 Epoche III £5.30
3099 Swiss Open Wagon L7 Epoche IV £5.30
3100 FS Open Wagon Type E – Epoche IV £5.30
3101 SNCB Type Elo Glass Carrying Wagon £6.15
3102 SNCB Glass Carrying Wagon with roof £6.15
3103 SNCB Glass Transport Wagon 'GLAVERBEL' £6.15
3104 SNCF Open Wagon Type E Epoche IV £4.95
3105 DB Open Wagon Type E Epoche IV £4.95
3107 DSB Open Wagon Type E Epoche III/IV £4.95
3108 DSB Open Wagon Type E Epoche IV £4.95
3109 CFL Open Wagon with Brake Platform £5.15
3151 OBB Closed Van Type Hbikks £6.85
3152 DB Closed Van Type Hbikks £6.85
3153 DB Van Type Hbikks 'INTERCARGO EXPRESS' £7.60
3154 OBB Closed Van Type Hbikks 'KONSUM' £6.85
3155 OBB Refrigerated Van Type Hbikks £6.30
3156 OBB Refrigerated Van Type Hbikks 'BILLA' £6.85
3157 OBB Refrigerated Van Hbillns-u Ep. V £6.85
3161 OBB Long Wheelbase Refrigerator Van £6.85
3162 DB Long Wheelbase Van £6.30
3163 DB Long Wheelbase Van £6.85
3164 DSB Closed Van Type Hbillns £6.85
3167 Belgian Long Wheelbase Van £6.85
3168 OBB Long Wheelbase Van £6.85
3191 OBB Refrigerated Van Epoche III £7.60
3195 DSB Refrigerated Van Epoche II (end ladder) £7.99
3201 DB Refrigerated Van Epoche III £7.60
3202 DRG Refrigerated Van Epoche II £7.60
3204 DB Refrigerated Van Epoche III (end ladder) £7.99
3205 DB Refrigerated Van Epoche IV (end ladder) £7.99
3207 DB Refrigerated Fish Van Epoche III £7.60
3208 DRG Refrigerated Fish Van Epoche II £7.60
3288 FS Roll-top wagon Epoche IV £6.75
3289 FS Roll-top wagon Epoche III £6.75
3291 SNCF Tarpaulin covered open Epoche IV £6.75
3292 SNCF Tarpaulin covered open Epoche IV £6.75
3294 DSB Sliding door wagon Epoche III £6.75
3295 DSB Sliding door wagon Epoche III/IV £6.75
3296 DSB Sliding door wagon Epoche IV £6.75
3297 DSB Sliding door wagon – ribbed – Epoche III.£7.40
3298 DSB Sliding door wagon – ribbed – Epoche III/IV£7.40
3299 DSB Sliding door wagon – ribbed – Epoche IV £7.40
3471 OBB Type Uacs cement wagon £15.25
3472 OBB Type Uacs cement wagon 'Hansmann' £15.90
3473 OBB Type Uacs cement wagon weathered..... £17.45
3474 OBB Type Uacs cement wagon 'Bramac' £15.90
3521 DB 2-wagon car transporter type off 52 ..... £15.20
3523 DB 2-wagon car transporter type offs 59 ..... £15.20
3531 OBB Track cleaner £9.00
3611 OBB Modern ballast wagon – brown £5.80
3612 OBB Modern ballast wagon – grey £5.80
3631D OBB Flat wagon – brown £5.55
3641 OBB Container wagon with 2 × 20ft containers£15.30
3642 DB Container wagon with 2 × 20ft containers..£15.30
3643 OBB Container wagon with 2 × 20ft containers£15.30
3644 DB Container wagon with 2 × 20ft containers..£15.30
3645 SBB Container wagon with 1 × 40ft container .£15.30
3646 OBB Container wagon with 1 × 40ft container .£15.30
3648 SNCB Container wagon with 2 × 20ft containers£15.30
3649 SNCB Container wagon with 1 × 40ft container£15.30
3651 DB Container wagon £15.30

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101 Saurer modern Swiss PTT post coach £7.80
102 Saurer 6 CH 1951 4-wheel lorry – 'A. Bartschi AG' Basle £4.90
103 Saurer 2-axle + trailer (unmarked) £5.50
104 Saurer D290 4-axle truck – 'Joost Emmental Cheese' £4.75
105 Saurer 2-axle truck 'Co-op Fruit' £4.75
107 Saurer 4-axle tipper truck £4.50
108 Saurer Artic 'Frisco Ice Cream' £5.00
109 Saurer 2-axle tipper truck £3.70
110 Saurer 2-axle + trailer 'Cardinal Bier' £6.50
111 Saurer 2-axle + trailer 'Migros Biscuits & Ices' £6.85
112 Saurer 2-axle tipper with gritter and snow plough £7.10
113 Saurer 2-axle lorry 'Bataillard' £4.50
114 Saurer 2-axle + trailer – 'Peter Wolf Spedition Chur' £7.75
115 Saurer 2-axle tipper – council type £3.70
116 Saurer 'Shell' tannker £5.20
117 Saurer 6 C-H 1951 (unmarked) £4.55
118 Saurer 6 C-H & trailer 'Brechtbuhl' £6.75
119 Saurer 4-axle 'Valserwasser' £5.15
120 Saurer 4-axle 'Knellwolf' refrigerator £5.15
121 Saurer 5 C-H 'Feldschlosschen' £9.50
122 Saurer 4-axle 'Calanda Brau' £6.70
123 Saurer 3-axle fire engine £4.50
124 Saurer 3-axle refuse truck £6.45
125 Saurer 4-axle truck egg transport £6.55
126 Saurer artic 'Egger Bier' £5.75
127 Saurer artic 'Migros' £7.50
201 Mercedes 2-axle truck 'Schenker' or 'Dachser' Transport £4.50
202 Mercedes 3333 4-axle tipper truck £4.50
205 Mercedes 814 'Scholler Eis' £4.65
206 Mercedes 814 'Spaten' beer truck £6.15
207 Mercedes 814 tipper lorry £4.30
208 Mercedes 814 'Lowenbrau' £7.10
209 Mercedes & trailer 'Erdinger Weissbier' £7.80
210 Mercedes artic 'Calanda Brau' £6.25
221 Mercedes L5 1931 coal lorry £4.50
222 Mercedes tanker L5 1928 'Olex' £5.35
223 Mercedes L5 tanker 'Dapolin' £6.25
224 Mercedes L5 & trailer 'Hoffman' £5.25
301 Renault double cabin – council type £3.40
302 Renault heavy duty tipper £5.85
303 Renault tanker for wine transport £6.80
401 FBW Old Time Swiss open postbus £5.10
501 Swiss helicopter kit £2.95

STOP PRESS

All the news from Nürnberg is in our latest newsletter

VIDEO SELECTION

RAILWAY VIDEOS FROM EISENBAHN VIDEO

Broadcast quality colour videos from Germany with ENGLISH narration (unless indicated otherwise) showing the trains, the scenery and cab shots. Quite the best we have seen.

EV13 THE RAILWAYS OF THE JUNGRAU REGION
Bernese Oberland trains at their best (55 mins) £28.75
EV28 RETURN TICKET TO THE GORNERGRAT
A trip up from Zermatt to the famous viewpoint plus a journey from Visp to Zermatt on the BVZ (55 mins) £28.75
EV31 STEAM ON THE RhB
45 minutes of Nostalgia showing some of the steam locos in the RhB £26.00
EV34 THE BERNINA RAILWAY
A superb look over the RhB from St Moritz to Tirano (50 mins) £29.25
EV35 THE ALBULA RAILWAY
Another superb railway journey with the RhB on the line from Thusis to St Moritz (50 mins) £28.75
EV39 A DRIVER'S VIEW OF THE BERNINA LINE
A ride in the cab of Railcar 51 over this famous RhB route (45 mins – GERMAN narration) £22.00
EV41 'TGV ATLANTIQUE'
A look at the famous French world speed record holder (40 mins) £26.00
EV42 THE GLACIER EXPRESS
New Edition – a trip over 200 miles of narrow gauge track from St Moritz to Zermatt covering RhB, FO and BVZ (60 mins) £29.50
EV44 A DRIVER'S VIEW OF THE ALBULA LINE
A ride on the Albula line from Thusis to St Moritz (55 minutes – German narration) £23.00
EV154 THE ARLBERG-BAHN
A Bahnorama video made for Eisenbahn in Austria – a superb look over the world famous OBB Arlberg line with unforgettable photography (70 minutes – GERMAN narration) £26.00
EV155 THE ARLBERG-BAHN IN WINTER
Brilliant Winter cab ride (no narration), (60 mins)... £26.00

VIDEOS FROM MITV

Broadcast Quality Videos from Sue Knight and her British team with full commentary.

THE ALBULA LINE
A trip along the RhB by Krokidile from Chur to St Moritz (50 mins) £18.95
THE DAVOS LINE
A trip by steam and electric on the RhB from Landquart to Davos and Filisur (50 mins) £18.95
MONTREUX-OBERLAND BERNOIS RAILWAY
A journey on the MOB railway from Montreux to Zweisimmen (54 mins) £18.95
THE AROSA LINE
A journey on the RhB from Chur to Arosa exploring the landscape of the Schanfigg Valley on route. This video will enthral all lovers of Switzerland's mountain scenery (50 mins) £18.95
THE BRUNIG LINE
A run-down on the Swiss Federal Railways only narrow gauge line from every angle. Complete with some unique steam archive footage £18.95
THE BRIENZ ROTHORN
Across the road from the SBB's Brunig line station at Brienz lies one of the last steam operated rack and pinion lines which plods its way up the Rothorn. This video is about the railways Centenary celebrations including the inauguration of a brand new steam rack loco £18.95
KROKODIL CAB RIDE
Enthusiast special from the cab of a Krokodil over the Albula line. The film was made up from frontage never used on MITV's Albula Line Videos £16.95
ALL VIDEO PRICES PLUS USUAL POSTAL CHARGES

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LOCOS

2110 FO HGm 4/4 – No. 61 (2 motors) £129.50
2111 FO HGm 4/4 – No. 62 (2 motors) £129.50
2120 FO Tm 2/2 – red (single motor) £85.50
2131 FO HGe 4/4 II – No. 101 (2 motors) £188.00
2132 FO HGe 4/4 II – No. 102 (2 motors) £188.00
2133 FO HGe 4/4 II – No. 103 (2 motors) £188.00
2210 RhB Gem 4/4 – No. 801 (2 motors) £157.50
2211 RhB Gem 4/4 – No. 802 (2 motors) £157.50
2220 RhB Gem 4/4 – No. 801 – new livery £157.50
2221 RhB Gem 4/4 – No. 802 – new livery £157.50
2607 SBB HGe 4/4 II – No. 1951 (2 motors) £188.00
2608 SBB HGe 4/4 II – No. 1952 (2 motors) £188.00
2610 SBB HGe 4/4 II – No. 101 961-1 (2 motors) £219.00
2611 SBB HGe 4/4 II – No. 101 964-5 (2 motors) £219.00

COACHES

3110 FO 1st class – red/white £59.50
3120 FO 2nd class – red/white £59.50
3210 RhB 1st class – green £59.50
3220 RhB 2nd class – green £59.50
3224 RhB 1st class – red £59.50
3225 RhB 2nd class – red £59.50
3230 RhB 1st class 'BERNINA' A1271 ..... £59.50
3235 RhB 2nd class 'BERNINA' B2461 ..... £59.50

3250 RhB Restaurant car £61.00
3610 SBB 1st class – green £59.50
3615 SBB 1st/2nd class – green £59.50
3620 SBB 2nd class – green £59.50
3630 SBB 1st/2nd class – red – AB 472 ..... £59.50
3640 SBB 1st/2nd class – red – AB 476 ..... £59.50
3650 SBB 2nd class – red – B 841 ..... £59.50
3301 MOB 1st class – blue/cream £59.50
3302 MOB 2nd class – blue/cream £59.50
4110 FO Baggage van D4343 ..... £55.50
4210 RhB Baggage van D4212 ..... £55.50

WAGONS

4410 BVZ Bogie open wagon £31.50
4511 Private high-sided open wagon – brown £33.60
4512 Private high-sided open wagon – green £33.60
4113 FO covered goods van £37.80
4313 BVZ covered goods van £37.00
4111 FO 4-axle Stanchion wagon £33.60
4220 RhB Auto transporter – No. 8401 ..... £33.60
4221 RhB Auto transporter – No. 8406 ..... £33.60
4222 RhB Auto transporter – No. 8412 ..... £33.60

4117 FO Auto transporter – No. 4836 ..... £33.60
4120 'SHELL' fuel tanker £59.50
4121 'BP' fuel tanker £59.50

TRACK

5105 Straight track – 233mm £3.15
5107 Straight track – 111.5mm £2.80
5505 Curve track – 22.5 deg £3.15
5507 Curve track – 11.25 deg £2.80
5155 Flexi track – 980mm long £9.00
5116 Compensating track – 17mm £1.95
5117 Compensating track – 31.4mm £1.95
5118 Compensating track – 34mm £1.95
5205 Straight track – 223mm with rack £3.40
5207 Straight track – 111.5mm with rack £3.40
5605 Curve track – 22.5 deg with rack £3.40
5607 Curve track – 11.25 deg with rack £3.40
5256 Vertically curved rack track – start £4.40
5255 Straight track – rack engagement 223mm £3.80
5166 Straight track – 233mm with uncoupler £9.50
5165 Straight track – 233mm electric u/coupler £13.15
5715 Right-hand point £19.80
5725 Left-hand point £19.80
5716 Right-hand point – electric £31.50
5726 Left-hand point – electric £21.50

FALLER KITS – HO

891 Wayside halt £5.10
892 Country station 'Zindelstein' £8.50
897 'Blumenfeld' station £13.60
898 'Alterode' station £17.40
8100 'Lengmoos' station £21.20
8101 'Burgdorf' station £12.50
8104 'Kirchbach' station £15.10
8105 'Talheim' station £15.10
8107 'Guglingen' station £21.20
8108 Mountain station 'Bergheim' £16.65
8110 'Freidrichshohe' station £24.15
8112 Mainline station £21.00
8113 'Bonn' station £48.30
8115 'Mittelstadt' station £31.15
8120 'Mittelstadt' signal tower £8.95
8121 Small signal box £4.25
8125 Overtrack signal tower £15.50
8126 'Darmstadt' signal tower £12.75
8132 Gate keeper's house £5.95
8133 Engine driver's cabin £6.20
8134 Rail weighbridge £6.35
8135 Two Kiosks £6.20
8136 2 Inspection pits £11.70
8137 2 Water cranes £5.75
8138 Sanding tower £10.05
8139 Compressor house/boiler maintenance £13.15
8140 3 Trackside buildings £5.95
8141 Trackside accessories £8.50
8142 Trackside accessories £8.95
8143 'Haltingen' water tower £10.85
8144 Water tower £8.50
8145 Diesel fuel pump £5.95
8146 Sand house £10.85
8147 Coaling station £10.00
8148 Coaling station £33.85
8149 Cinder and ash pit £20.75
8150 Freight shed £19.25

8151 Goods shed £7.65
8154 Goods depot £10.85
8155 Freight station £9.55
8157 Oil storage depot £14.20
8159 Engine shed £19.70
8160 'Duderstadt' engine shed £26.50
8161 Engine shed – 2 track £18.65
8162 Gantry crane £19.50
8163 Gantry crane £20.60
8164 Gantry crane £8.25
8165 Inland oil pump £14.45
8166 Wind power station £9.35
8167 Twin silo £10.85
8170 Track level crossing £5.95
8172 Guarded level crossing £7.90
8173 Guarded level crossing £7.65
8174 Electric level crossing £26.10
8178 Wooden footbridge £9.05
8179 Modern footbridge £9.70
8180 Train shed (canopy) £17.80
8181 Platform £9.15
8183 Station roof lighting £6.80
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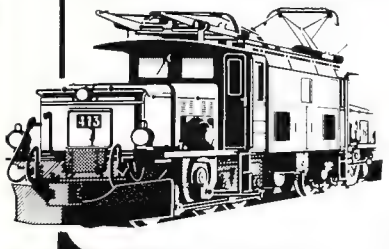

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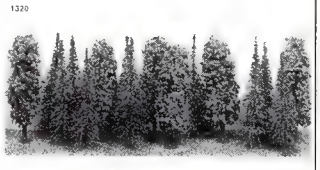

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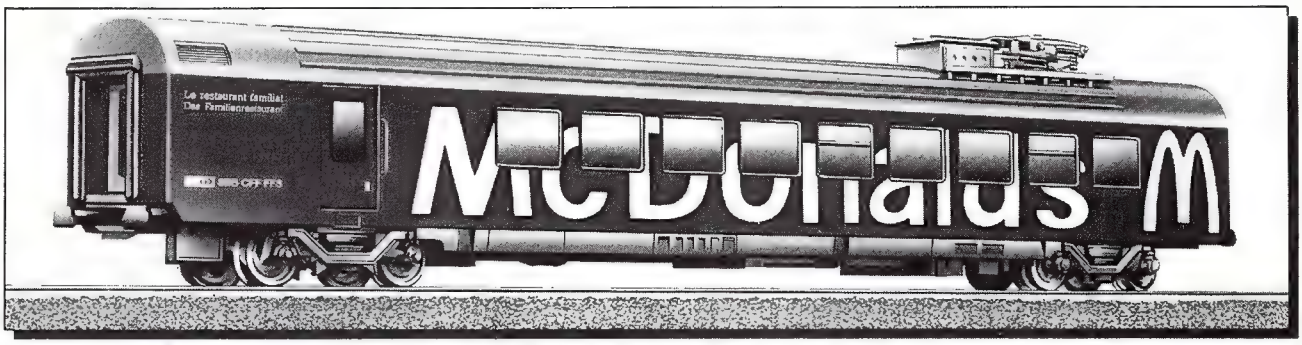

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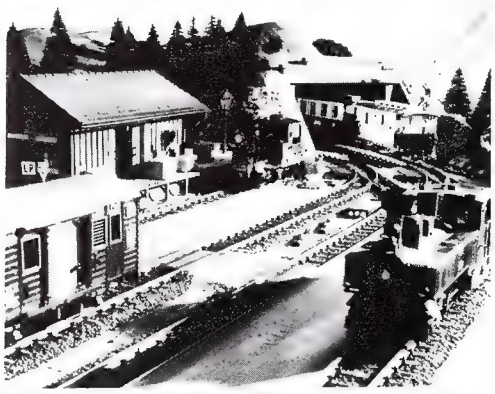

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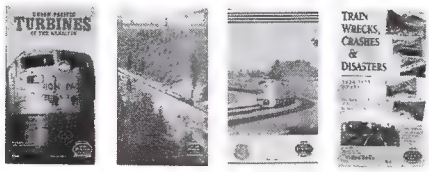

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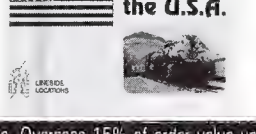

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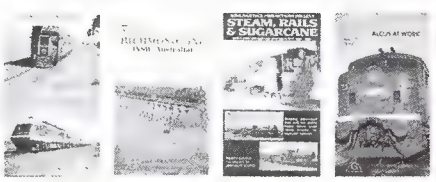

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We did run down some ranges during 1992 to prepare for new market conditions in 1993. Our Price Promise to you — We will match, if not better, any sensible price being advertised by *any* retailer in this magazine. Any locomotive bought from us carries a 12 month guarantee. Remember, we offer post free over £50.00 — under is at cost. Free insurance over £150.00, otherwise if required, 75p under £150.00.

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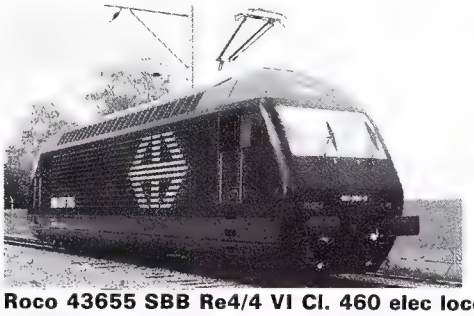

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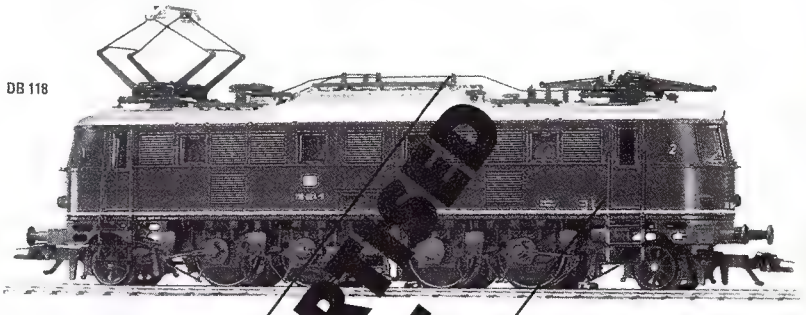

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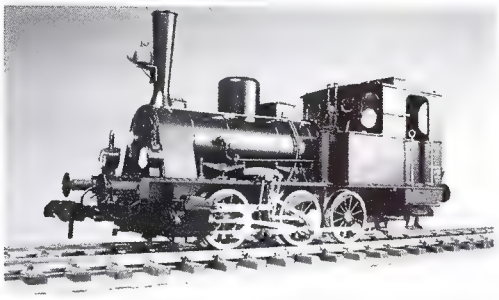

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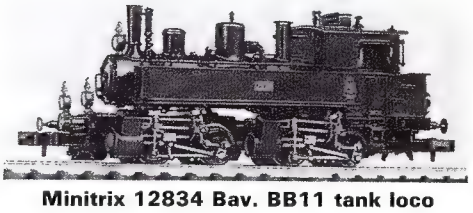
Fleischmann 4155 DB Cl. 55.25-56 0-8-0



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Märklin 3391 DR 03.10 4-6-2 Express loco

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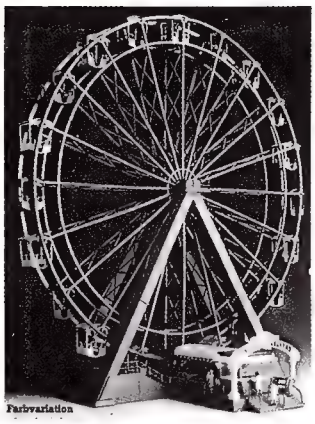
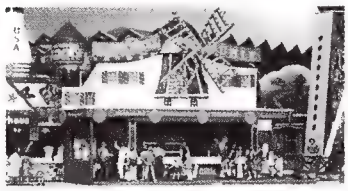


310 BIG WHEEL (B)
313 LIGHTING SET FOR BIG WHEEL

328 DODGEMS (A)

444 MONSTER CAVE



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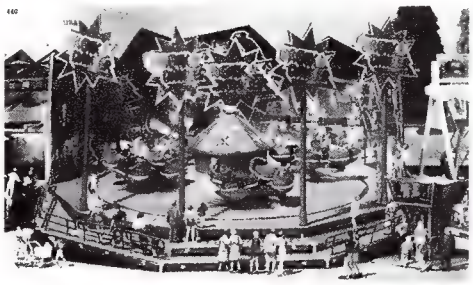
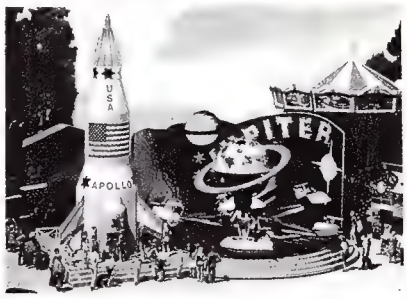


440 'BREAK DANCE' ROUNDABOUT (A)

327 INFLATABLE CASTLE

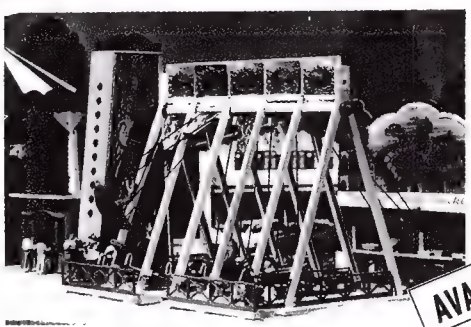


319 'JUPITER' CAROUSEL (A)

326 TEA CUPS WURLITZER (A)

315 CHAIROPLANE (A)

316 CHILDREN'S ROUNDABOUT (B)

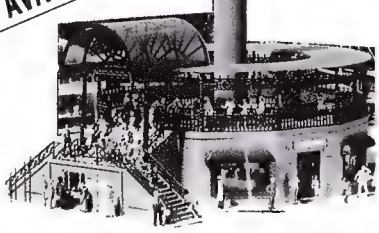


318 SWINGBOATS (A)

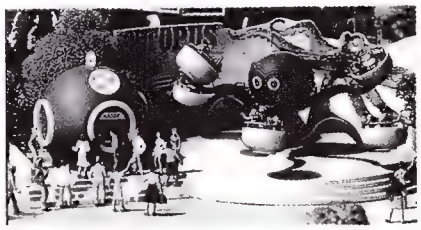
A – INCLUDES 629 MOTOR
B – REQUIRES 629 MOTOR

322 TWO FUNFAIR WAGONS

321 TWO CONCESSION BOOTHS



325 VIEWING TOWER 'RUST'



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CONTINENTAL MODELLER

Shows you how — every month

March 1993 · Volume 15 · Number 3

COVER: A short passenger train pulls away from *Saafeld am See*, our Railway of the Month. Photo: Tony Wright.

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Cup results

We are pleased to announce that the winner of the CONTINENTAL MODELLER Cup, for the most popular article published during 1992, is Malcolm Rochford, for *Böding ÖBB*, which appeared in the August edition. Our congratulations to Malcolm for his splendid evocation of the Austrian narrow gauge.

Once again, the results were very close, reflecting the high standard of modelling that we have been fortunate to feature during the year. The runner-up was *De Oude Lijn* (September), by the Hollandsch Spoor Modellspoorgroep, with *Spalt* (May) by Tim Hale and Phil Simpson's *Riffelalp* (March) not far behind.

Individual entries encompassed many different interests — it was encouraging to note that there were very few 'formula' votes for articles all on one area. We take this as an indication that CM readers generally approve of the varied diet that we provide!

The lucky winners of the draw made from the entries received were: G. E. Brown of Gloucester, T. D. Surgenor of Coleraine, and D. S. Edgley of Bedford; they each win a year's free subscription to the magazine. Our congratulations to them.

Next year there will be a significant change to the Competition. We will still want to know which article you found most inspiring, and the winner will, of course, be awarded the CM Cup.

But as a greater incentive to encourage even more readers to vote, we will be offering a substantially increased draw prize — £300! There will also be prizes of £150 and £50 for the runners-up. To allow maximum flexibility, these prizes will be in the form of £25 vouchers which can be 'spent' on model railway equipment with any of the retailers advertising in the magazine.

To be eligible to win these splendid draw prizes, your vote must be accompanied by a full set of twelve coupons, one from each issue of the magazine through the year. Photocopies will naturally not be acceptable! Entries without the coupons will still be valid as votes for the Cup, but will not be included in the prize draw. So don't forget to save that important coupon on page 34a.

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RAILWAY MODELLER — companion magazine for the average enthusiast modelling British railway practice. Published on the 22nd of the preceding month.

For Publisher's information, subscriptions etc. see the Advertisers' index page.

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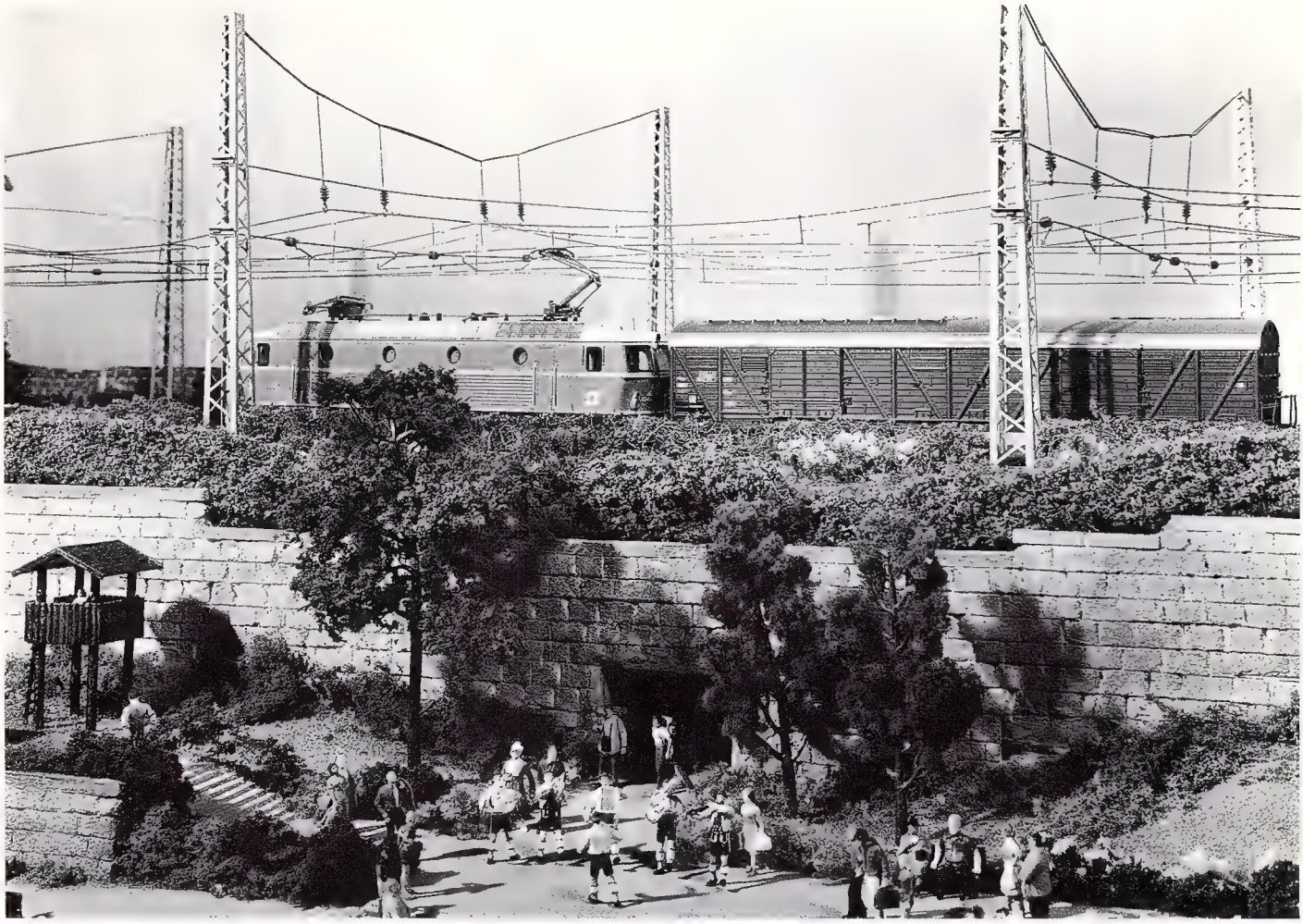


'Come listen to the band', as a 1044 pauses with a van train.

RAILWAY OF THE MONTH

An Austrian layout in HO scale

Saafeld am Zee

by Howard and Eileen Lawrence

Photographs by Tony Wright

"Why Austrian ?"

That was the question from a number of our friends and acquaintances on the exhibition circuit, who were more familiar with our previous LNER layouts. Well, for many years we have toured Europe by train and the mountains keep drawing us back. Who can deny that railways look very attractive in mountain landscapes, especially when the liveries are as photogenic as those in modern day Austria, for example?

The original idea for this layout was hatched on the overnight train travelling over the Arlberg route returning from a holiday in Kitzbuhel. During the stay a visit had been made to Zell am See, where the standard gauge Westbahn strecke, the Innsbruck to Vienna line, meets the terminus of the narrow gauge line to Krimml. It struck us that the station at Zell am See would provide an interesting basis for a layout, having both standard and narrow gauge tracks sited in a reasonably compact site adjacent to the lake.

By the time we reached home some twenty hours later we were agreed that dual gauge Austrian would provide us with a new modelling challenge and so the layout *Saafeld am See* was born.

At that stage Howard was already the proud owner of a Liliput Zillertal set, purchased as a souvenir of a previous holiday in Innsbruck in 1972, plus a few German items, mementos of visits to Germany at the end of the steam era. So one could say we were starting from scratch!

A family affair

When we are building layouts the whole family are involved. In the case of this layout Howard built the baseboards, laid the track and built the catenary but with quite a lot of help from Richard, our younger son. We came home one day to be told by Richard "I've designed and built a dual gauge point without any moving parts" — and he had! This was the design of point which we actually used. Scenery, including buildings, was built by Eileen, and the electrics were all designed and installed by our elder son, Graham, whose job involves electronics.

Planning and design

We both acknowledge that one of our main weaknesses in building model railways is planning. We are not very good at it! A basic idea is formulated and then the layout, like Topsy, "just grows". It was the intention with this layout that the centre two boards should be the station area but we actually started building from one end, namely the viaduct board. The station platforms, we know, are rather short in reality, but on a layout this size, even with six foot storage yards, only five coach trains can realistically be accommodated. Due to the fact that the layout has to be stored in the loft and the entrance is restricted, we decided to make the main boards four foot by one foot nine. As this gave limited scenic scope, and we were very keen that this should be a railway in

Vintage 1018 (E18) emerges from the tunnel beneath the typically Austrian church.

A narrow gauge train passes the shed whilst another 2095 waits for duty. The 0-6-2T is ready for a special.

a landscape and not just lots of track, then one foot wide purely scenic boards were added on a lower level all along the front of the layout.

Whilst we had both taken numerous holiday photographs, deciding to build a model railway based on an area just after leaving it and travelling approximately a thousand miles home is not really very good planning. It did, however, give us an excuse to go back and we spent Easter 1989 revisiting the Kitzbuhel and Zell am See areas.

It was our intention to base the layout loosely on Zell am See but using buildings and features typical of the Tyrol and Salzburgerland. After this second visit we were much better prepared with a wide selection of photographs of all sorts of strange details. Of course, it is not until you start building that you find out what you have missed. We are very lucky however, to have made friends with a couple who live in Kitzbuhel who have very kindly taken photos on our behalf when necessary.

Baseboards

Six running boards were to be constructed in all, four boards devoted to the scenic sections and the remaining two to the storage yards. As previously stated, to make storage easier the boards were restricted to 4′ by 1′9″. Each board was made using the open frame method. This gives scope for the scenery to undulate above and below track level. Each frame was constructed like an open box using 9mm plywood 4 inches deep with two pieces equally spaced along its length placed across its width for support. I am afraid, like most modellers who construct layouts, I can do most things but am not a master of any and therefore no fancy joints were employed. When it came to joining the ends to the sides a 44mm square piece of wood was simply glued and screwed to end and side. The horizontal and vertical alignment was achieved by using pattern makers dowels let into each end panel to ensure a perfect fit of the boards to each other. The method used to keep the boards together was over-centre case clips which are readily available from large DIY outlets. The legs were made to be removable. They are a reasonably tight fit into pockets attached to the inside of each end panel. Having assembled all these frames the next decision was where the track bed was going. We believe that layouts look more interesting if the track is allowed to curve about, so we decided that it would curve at either end with the station being comparatively straight. Even here the inclusion of crossovers comprising double and single slips etc. allows trains to snake about quite a lot getting from one yard to the other.

For the trackbed, I used 4mm plywood well supported underneath. As something different from our past layouts a narrow gauge was also to be included. To the left of the station the track was to rise up a gentle incline, with the narrow gauge climbing more steeply. This really was going to test my woodworking skills! Because the standard gauge turns left thus leaving the narrow gauge, the space in between was to be the site of the narrow gauge engine shed, and of course needed to be flat. This board caused more headaches than any other, I think, because Eileen kept saying "You put your track in and I will deal with the scenery." Now that's fine until I cut a large section out of the plywood so as to achieve the two differing inclines leaving just a small piece flat for the narrow gauge engine shed. She came in to see how I was getting on and when I explained how this strange piece of wood was going to fit she said "How do you expect me to fill that gap?" It seems at times that I just can't win! Still, despite these minor setbacks all went well and the gap got filled. Having put the trackbed in, tracklaying came next.

Trackwork

The baseboards had been built about a year before tracklaying began to make real progress. The problem was that in my quest for realism I opted to use the then new PECO Code 75 track. This is really good looking track and readily available but what I had overlooked was that at the time in 1990 only a small range of pointwork could be obtained. We established a deadline for tracklaying and as we approached 1st September 1991 the decision was taken to lay the track and where a double or single slip was required leave a gap and just allow a small surplus of plain track to be trimmed when the slip was fitted. After realising that this was not altogether satisfactory Richard decided to build a double slip using a SMP plan as a guide. This was not as easy as he thought it was going to be, but after several adjustments it was laid in place and all the stock went through it without any trouble. He was not too keen to build any more, though, so I approached a shop who advertises a track building service to construct a double slip in code 75 rail. I was told it was impossible but they would do a single slip. Unable to follow the logic I agreed. By this time I was beginning to wish that I had followed the advice of a friend and used Roco trackwork. At about the same time as the single slip dropped through the door so too did RAILWAY MODELLER carrying an advert for both double and single slips from PECO. Saved! The rest of the track was laid without too much trouble. One thing that I was constantly reminding myself was that within the station area it must be possible to go along all tracks in both directions and still leave on the correct line. Though the platforms are comparatively short it still provides for interesting viewing to watch a train enter the station by going into the far platform and then regain the correct line on leaving. All standard points and PECO double slips are operated by Seep point motors, whilst the handmade slips are operated by the winding type. Trackwork for the narrow gauge is Liliput with PECO points, the turnouts for the dual gauge in front of the station being designed and built by Richard.

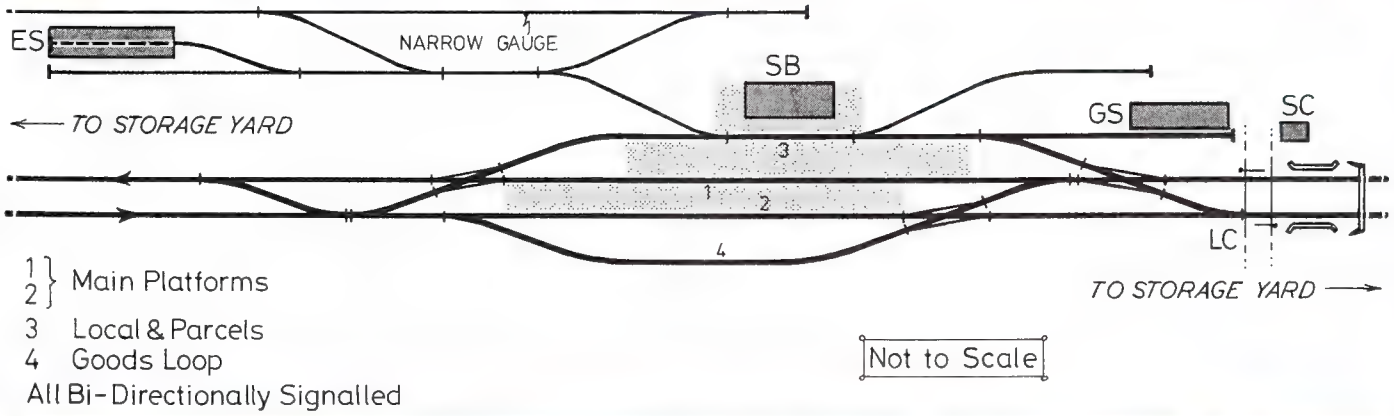
Overhead electrification

It was decided from the start that all masts and parts would be Sommerfeldt but the actual catenary would be handbuilt using Sommerfeldt 0.5mm wire and 0.7mm cross span sections. The construction of this was tedious but very rewarding. Of course all cross-board sections had to be removable. There were times when we wondered if it was worth doing, with all the burnt fingers and creaking backs!

Wiring

Of the four layouts I have wired this one was probably the most difficult, and yet possibly the simplest to operate. For ease of operation I decided to go for a 'Route Set' approach, whereby the operator selects

A tanker train headed by a 1042 passes through Saafeld station.



A through DB train to Munich crosses the viaduct.

It's a glorious day for the bathers, oblivious of the 1020 easing freight into the loop.

where they are coming from and where they want to go without worrying what happens in between. This might sound simple in theory but there are thirteen point motors, sixteen possible routes, and — to make matters more complicated — four of the point motors are the winding type which cannot be operated from a capacitor discharge unit. The first problem was how to operate all point motors from a capacitor discharge unit. This was achieved by clever use of relays, and with the Editor's permission I shall write about this in a future edition. The diode logic matrix came next, with 60 diodes being used and copious quantities of coffee consumed. One of the problems of using a logic system is that more than one motor may need to be fired. The most at any one time in our case is five, which the capacitor discharge unit couldn't cope with. By adding large values of capacitance until reliable operation was achieved we had arrived at 17200mf. This may seem excessive but the voltage drop across the diodes is not inconsiderable. Point control on the narrow gauge is by the usual electric pencil method.

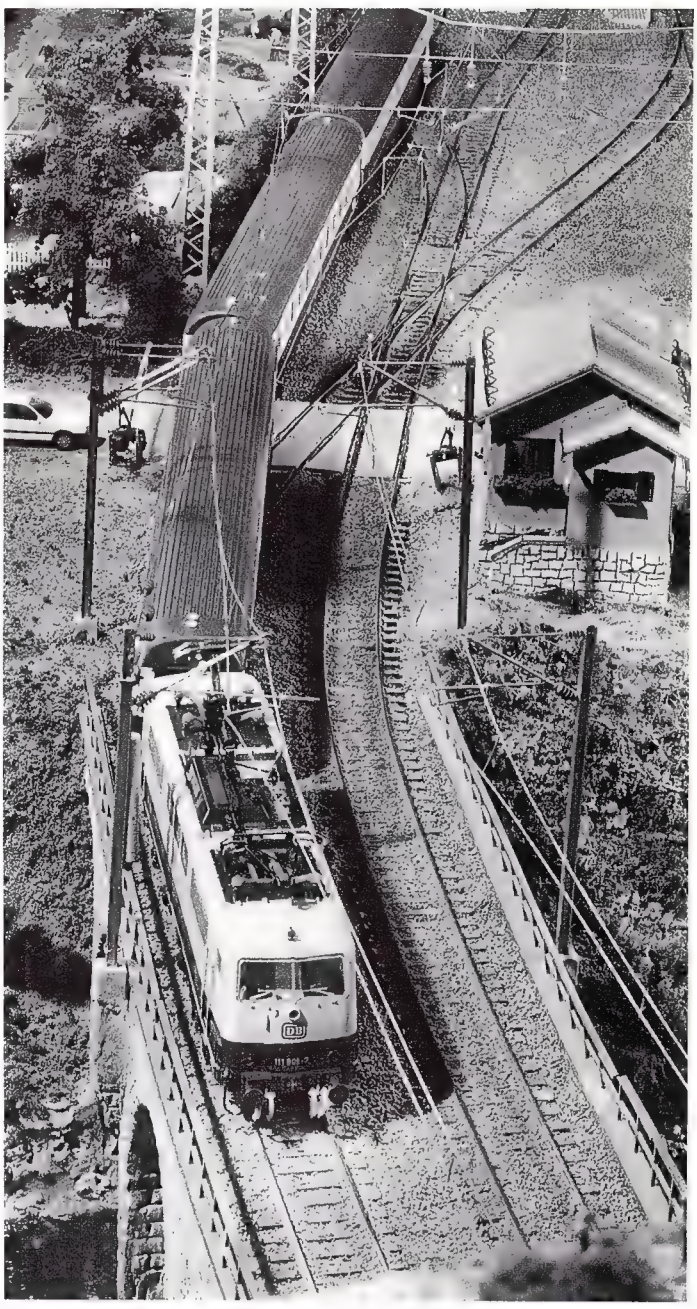
Connection of the baseboards is via 25pin D connectors commonly employed on computer equipment, which were used because of their size and neatness. The standard gauge main lines are operated by two handheld controllers; due to the bi-directional nature of the layout, both lines need to be operated by either controller, while the narrow gauge lines use a panel-mounted dedicated controller.

Scenery and buildings

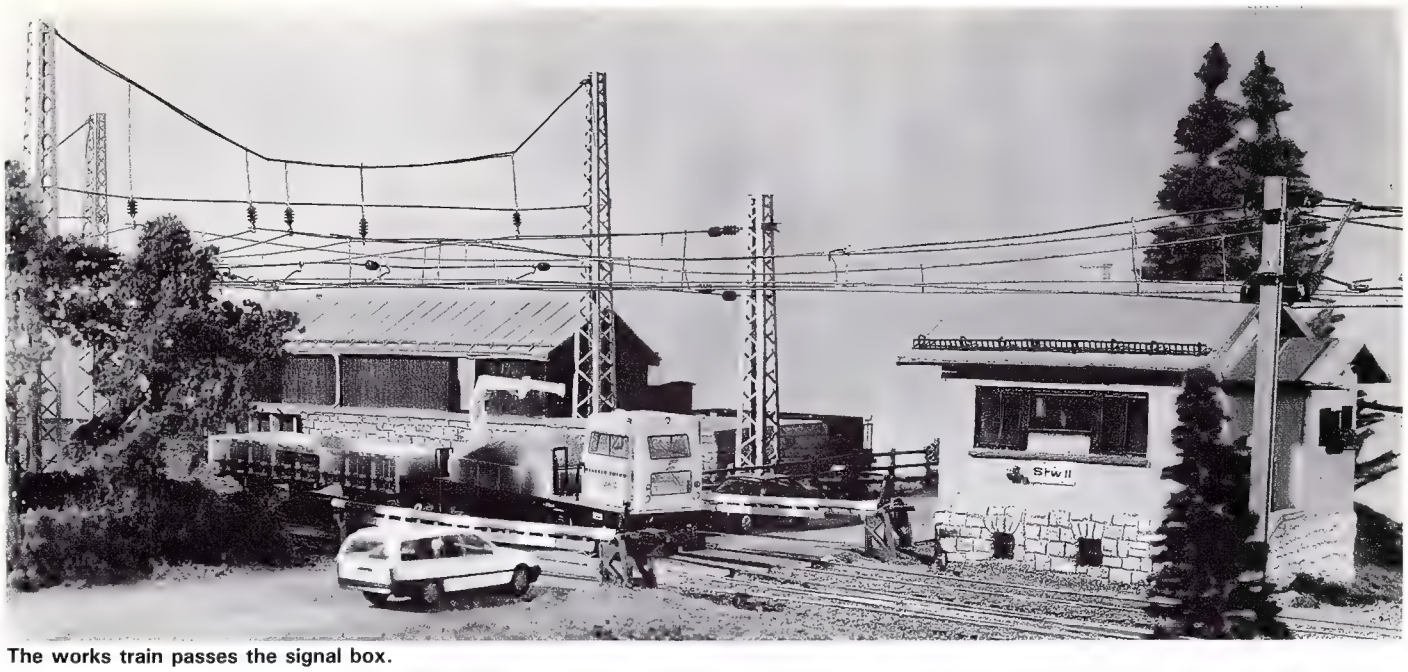
This layout, because of the way the baseboards were built, offered some rather unusual scenic problems. As previously stated, the front scenic boards, which are one foot wide, are 4 inches lower than the main boards. The lake is situated on the front edge of these boards and so a fairly considerably drop in the land had to be achieved all the way across the layout. The other main problem was not only the usual board joints but the break where these front boards join, which goes the whole length of the layout. By using strategically placed hedges and trees this was disguised successfully in most parts but on some of the more exposed places scenic dressing has to be done every time the layout goes out, which is a bit of a nuisance.

Basic scenery was made in several different ways. At the church end the mountainside was achieved by using shaped polystyrene which was then covered with mod-roc on the flatter surfaces. The rock faces were made using a mix of Polyfilla, PVA glue, powder paint and water to ensure that any chips would not show through white. The PVA helps to make the finished surface less brittle. I do not claim to be an expert at rock faces and a good deal of trial and error was involved both in achieving the texture and the colour I wanted. I found that to satisfy my eye, which is not necessarily true to photographs, I needed a basis of a pale greyish beige colour which was then dry brush treated with tinges of brown and white, but this does need to be fairly subtle. If you don't like the effect you can always paint it over and have another go! I have learned from bitter experience that if you mix paints as frequently as I do it is a good idea to write down the numbers which you have used to achieve a particular shade, as you certainly will not remember a few weeks later.

The other main way of forming undulating scenery where the boards were open was just to provide an edge support and then to coat kitchen roll paper with PVA glue and allow it to form its own natural contours. After several layers this is very strong but light and pliable.



An express returns to Germany behind a 111.



The works train passes the signal box.

Once the scenery is dry I usually coat it with a mixture of PVA glue and brown watercolour mixed with a drop of washing up liquid to help it to flow to form a base coat. When this has dried I give it another coat and apply fairly subdued green flock or whatever texture is required. To finish the scenery many shades and textures are applied to the surface, hopefully creating a convincing landscape.

On several occasions I have talked to the members of the Keighley O gauge group about their lovely buildings and in particular their attractive stonework. They told me it was made out of sugar board which shops frequently use for displays but to which I had never had access. One day walking round our local supermarket I realised that all their advertising boards were indeed made out of sugar board. I went and saw the manager and asked what they did with them after they were taken down. He assured me that they were destroyed and usually replaced about once a month. He promised to save them for me and he duly rang up to say they were waiting collection. Howard went to collect them. He couldn't believe his eyes. The pile measured about 10 feet long six feet deep and 8 feet high. So much for taking my Metro! However, after several journeys we had a very good supply! "There will be some more next month" said the manager! Howard thanked him profusely. This board has proved very useful being light and very strong.

For those who are not familiar with it, sugar board consists of a fairly thick card sandwich with a filling of dense polystyrene. Once one of the layers of card has been peeled off the underlying white styrene can be cut and carved to make realistic stonework. This is how all the retaining walls near the lake were made. I was pleased with the result but did learn one valuable lesson. The sugar board is fine except near baseboard joints where it is very vulnerable to damage. In future I would use wood covered in DAS at the board ends as it is stronger. This is the other method for making stone used on this layout. The viaduct and other small areas were made in this way. It is better to cover the wood with PVA glue before applying the DAS as this makes sure it does not come off in use.

Buildings

It was always my intention that buildings should all be scratchbuilt but I was rather worried about the elaborate woodcarving on the chalets and so I bought one or two kits to get the feel of them. Having built them and, as I always do with anything plastic, painted them and added detail, I decided I could not better them. So the hotel and two chalets are kits. The wood on them was painted with Colron wood dye which gave a pleasing effect. Don't panic if you try it, it can take ages to dry and if you think it is rather shiny a quick spray with matt varnish will rectify this.

The rest of the buildings are scratchbuilt. The church was the first to be built as I was keen to get on. At that stage I hadn't even got a good picture of an Austrian church, but by studying catalogues I came up with a design which I thought was typically Austrian. I then mocked it up in card to try and establish acceptable proportions, and started building. It worked surprisingly well. Two interesting points about churches in Austria, I understand that the diocese the church belongs to is shown by the colour of the roof, and church records are kept in the gold ball up on top of the spire. It is to be hoped that they are not updated too regularly! The church, like all my buildings, was built out of plasticard, usually three layers thick. The roof tiles, in this case, were made of cartridge paper because in reality they are fairly thin. This has the advantage that it accepts watercolour whereas plasticard needs enamels. When painting white walls on buildings I use ordinary household emulsion and add icing sugar, flour or even flock powder depending on how much texture is required. The stained glass was achieved by using permanent overhead projector pens on the plasticard glazing.

The other buildings were built after our return visit to Austria so I was photographically better prepared. The signal box is based on Zell am See No. 2. The goods shed is loosely based on the one at St. Johann in Tyrol. The engine shed is a reduced version of that at Krimml and the station is a hybrid of several in the area. Most of the roofs are made of fine emery cloth which is then painted.

Signals

Austrian signalling to me is a complete mystery, so at the moment the signals are not yet finished. To get a grasp of the subject at all I had to seek the help of people more expert than myself. I find at times like this it helps being a member of a society or group, and as I am Secretary of the Austrian Railways Group I did have a bit of an advantage! One or two members were most helpful in supplying me with plans of how to signal my layout, drawings of signals, photographs of the inside of signal boxes, etc. To these members my sincere thanks. The signals are being made from brass using photos taken for me by a friend's wife who lives in Austria.

Stock

The period is set between 1982 and the present day, so our layout depicts eras 4 and 5. The change to era 5 occurred in 1985 with the advent of all the latest liveries.

The majority of locomotives and stock are from the Roco range, with additions from Liliput which are no longer available. Other items are Lima, Kleinbahn and Kleinmodellbahn.

There are also odd items that may appear from time to time that are definitely out of period, but which I like to run: a Fleischmann DB 01 and a Piko DR 01. I suppose I can be excused an occasional steam special! Narrow gauge locomotives and stock are mainly from Roco, Liliput and Bemo.

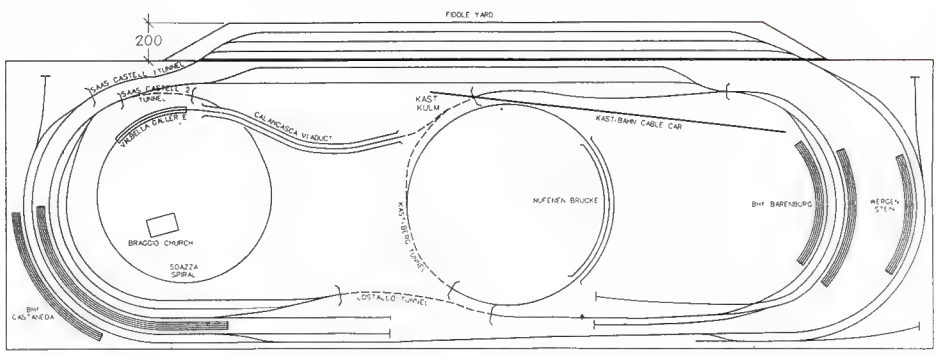
In conclusion, I would say that we as a family have enjoyed building this layout because it is completely different from anything we have done before. We would particularly like to thank A. Mackie, P. Binnersly, D. Wynne-Jones, and Mr & Mrs H. Rainer of Kitzbuhel, Austria for supplying photographs, books, plans, and magazines. We would also like to thank the members of the Elizabethan Railway Society for generally supporting the project and allowing our strange locomotives and stock to make trial runs on the Club's layouts.

Saafeld am Zee is scheduled to appear at the East Midlands exhibition, 6/7 March at the Victoria Leisure Centre in Nottingham. Opening times: Saturday 09:30-19:00; Sunday 09:30-17:30.

SBB Re4/4II ready to depart Castaneda with a freight for Wergenstein.

A slice of Switzerland in HO scale
Barenburg/Castaneda

by G. B. Horspool
Photographs by Tony Martin



IT WAS in 1986 that Ron Provan and I, both members of the Swiss Railways Society, decided to do something to promote the display of Continental model railways of a high standard at Scottish shows.

Barenburg was the result. The layout was conceived initially as a compact and simple HOm system. It would form the centrepiece of a complete display unit having a means of crowd control and with its own integral display lighting.

Building commenced in May 1986, the aim being to exhibit at Model Rail '87 in Glasgow. This was duly achieved. Subsequently, the original 2.4m×1.2m format has been extended to 4.877m×1.524m with a consequent increase in the size of the display stand and number of lighting units. The metre gauge is now supplemented by an HO standard gauge system. We were delighted when the layout won an award on its first showing, and it has done so at all subsequent 'Model Rails' from 1987 to 1992, with the single exception of 1990, the year of its enlargement, when it was not exhibited. It was also exhibited at Imrex in 1991.

Construction is fairly typical of exhibition layouts and needs no further elaboration here beyond saying that all trackwork and points are proprietary, HO being PECO and HOm being Bemo. The metre gauge stock is almost all Bemo, the HO stock includes examples from Roco, Lima and Hag. A cab control system with route selection is employed as the operating medium.

The layout's supposed geographical location is in the Rheinwald/San Bernardino Pass area of Switzerland which borders canton Ticino (Italian speaking) and canton Graubunden (German speaking).

The trackplan, as the drawing illustrates, is basically an oval of standard gauge track within which there is another oval of metre gauge which has two intervening spirals.

This permits the running of EC expresses, plus local passenger and freight trains on the HO together with a comprehensive selection of typically RhB services in HOm.

Why not join a standard gauge train at Wergenstein the better to appreciate the layout and its character? Wergenstein is a simple country station consisting of two passing loops and a station building which seems to remind one of the buildings in the Engadine valley.

As we stand on the platform awaiting the arrival of our train, an SBB Ae6/6 pulls into the loop in front of a mixed freight. Brakes hiss softly as the locomotive comes to a gentle halt. The driver climbs down from the cab, crosses the line and disappears into the station building.

A locomotive whistle is heard in the distance and round the curve comes a Euro-City express, headed by SBB Re6/6 No. 11615 'Kloten'. We climb aboard. We hardly have time to take our seat before, with Swiss punctuality, the train gently pulls out to resume its journey.

A downgrade is immediately encountered shortly after which a stream is crossed on a typical stone bridge. Not long after we become aware that the line is running directly under a long length of roadway which is supported

Valbella Gallery and Soazza Spiral dwarfs Austrian 1044 Class electric, en route to Goppenstein.

The layout is scheduled to appear at Model Rail '93 at the Scottish Exhibition Centre on 26/27/28 February.

RhB Krokodil shuffles 'baby head' cement wagons at Castaneda.

over the track on pre-stressed concrete cantilevers. The roadway curves off to the right and disappears into a tunnel and soon the train is slowing down as it approaches its next halt at Castaneda.

Castaneda is served by two railways, one the standard gauge line upon which we have just travelled, the other a metre gauge railway based on the RhB. We decide to change lines and without further ado alight onto Platform 2. Standing at Platform 1 is an SBB Re4/4^{II} on a freight about to depart for Wergenstein.

Over on one of the running lines stands an RhB Krokodil on a rake of "babies' heads", the name by which bulk cement wagons are known on the RhB. To our right, in front of the locomotive shed which sits at one end of the station complex, is an off-duty SBB Em 3/3.

The Euro-City main line express slowly pulls out, curves away to our left, crosses a roadway protected by automatic barriers, and disappears from view.

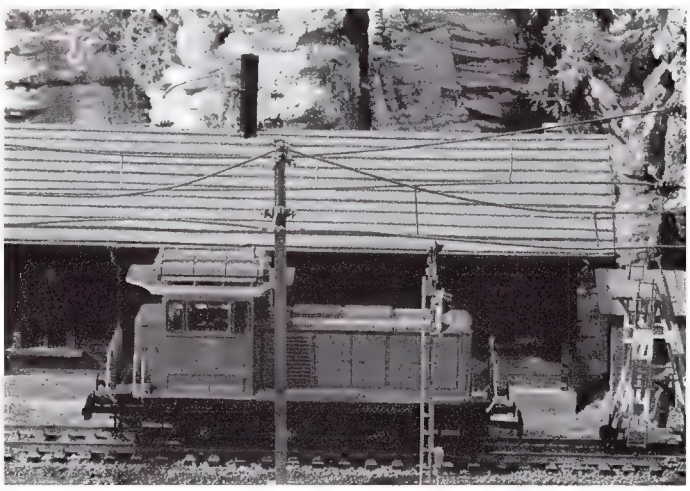
The station building, again in Engadine valley style, has, close to one gable, an inviting arrangement of tables and chairs. We sit down, order a Calanda Brau from the charming waitress, and lean back to enjoy the peaceful sunlit scene.

All too soon, in the distance is heard the rumble and screeching of an approaching train until, with a shrill blast from its air whistle, RhB Ge4/4^{II} No. 616 'Filisur' emerges from the tunnel portal to our right and brings its train of passenger stock to a halt at Platform 5.

Standing in Platform 4 is RhB Ge6/6 No. 705 'Pontresina' with its train of restored Pullman cars about to depart for Barenburg. Enjoying the benefits of our Swiss half price rail card to the full we climb aboard and settle down.

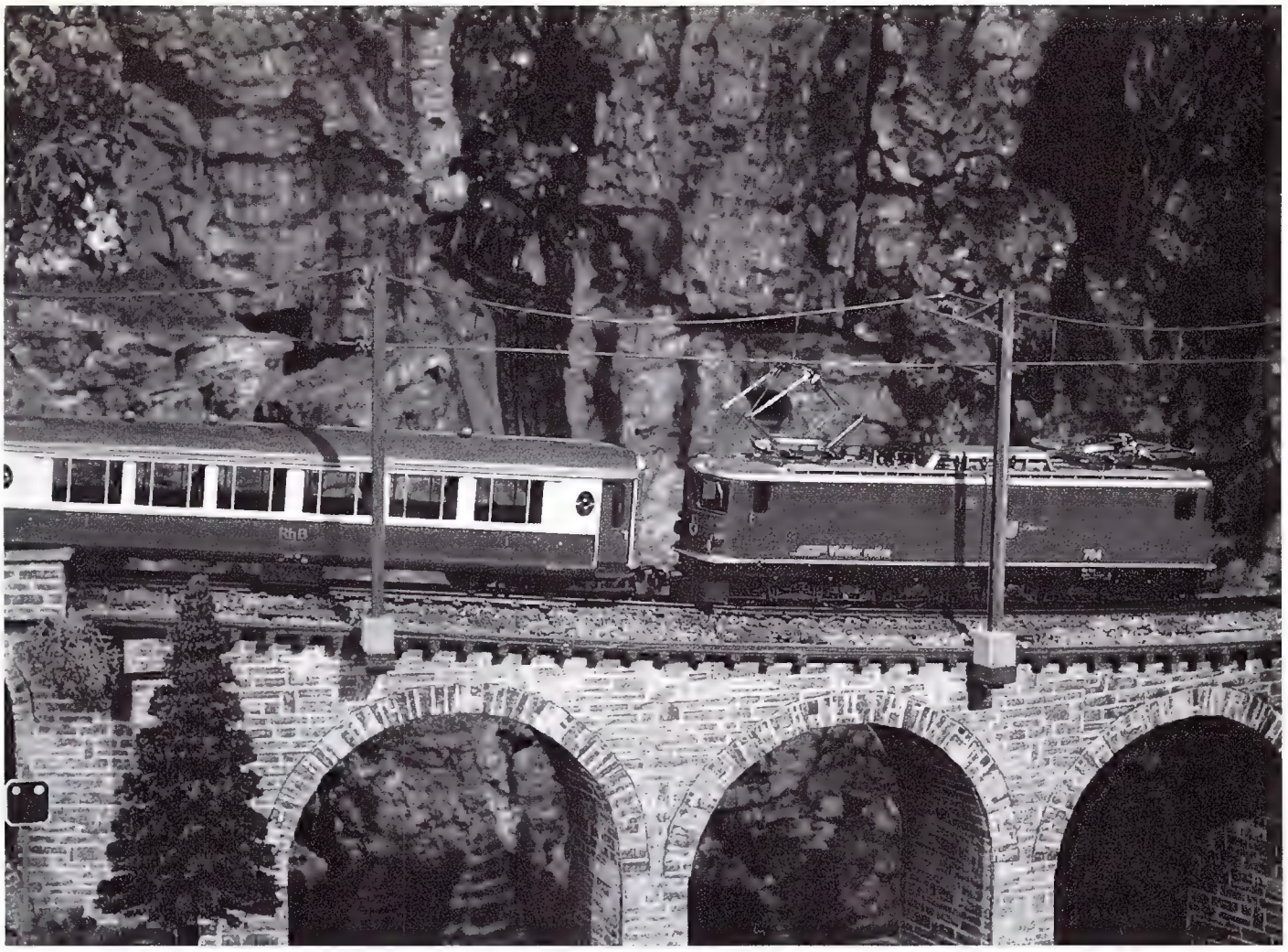
Automatic doors close, the whistle blows and off we go, past the goods shed and yard with crane, over the road crossing and into Saas Castell tunnel.

We emerge into another world. As the line curves round to start the spiral we pass under a bridge and notice to our right a river and roadway running side by side through a rocky gorge.



Off-duty Em3/3 basks in the sunshine.

Single-unit railcar detrains passengers.



***Davos* and RhB Pullmans traverse the lengthy stone viaduct.**

A team of workmen are building a timber bridge over the river. Its predecessor, we learn, was destroyed in a winter flash flood and as it represents the sole means of access to a nearby church, a replacement was speedily put in hand.

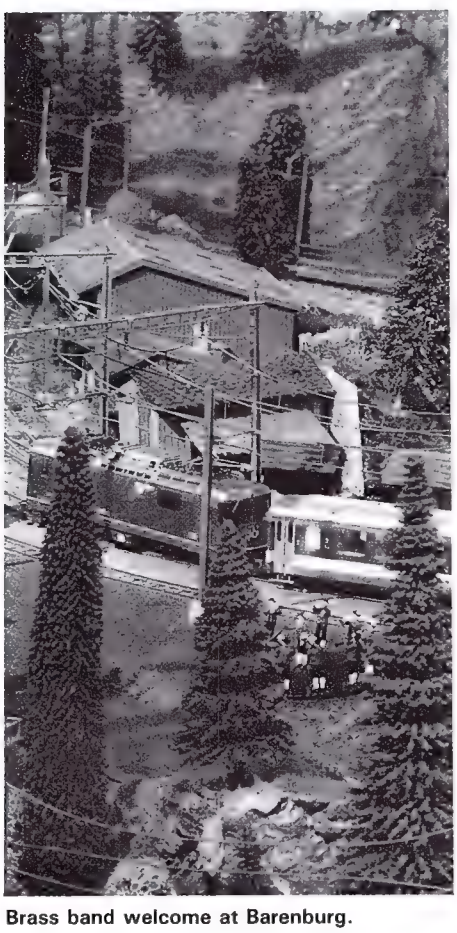
As our train continues up the spiral the church itself comes into view on our right while on the left we can look down on the station at Castaneda which we have not long left.

Round and round, ever higher goes our train and soon enters the Valbella avalanche gallery. As the roof supports drift by one after the other, glimpses of the church and its rural setting across the gorge can be seen. There is a fair amount of traffic on the road below, as it too climbs up the gorge.

Once out of the gallery, our train appears to be heading for a mighty rockface. This forms the far side of the valley through which flows the Calancasca river, a quiet enough stream now but during the winter a raging torrent.

Our train now crosses this river on one of the layout's more dramatic features, a tall stone viaduct of four identical spans built on a curve and to a falling grade. The views from the viaduct of both river and rock are impressive but all too quickly are gone as our train rumbles on and disappears into a tunnel mouth hewn from the rockface itself.

Our train takes some time to emerge but when it does it is to yet another scene entirely. The severity of the mountains has given way to a pastoral landscape as the Ge6/6 and its train pull quietly into the station at Barenburg, a very busy junction station with a local train standing awaiting us and a triebwagen about to depart for Castaneda. As we alight at Barenburg the triebwagen pulls out.



Brass band welcome at Barenburg.

The air sparkles, cow bells can be heard, and we follow the crowd out of the station and through a small cluster of houses including a rather smart yellow-fronted hotel, complete with umbrellas and yet more inviting seats. The local brass band is playing on the station forecourt.

We decide to ignore the hostelry for in front of us we can now see the reason for all this activity — a larger timber building, the valley station for the Kasti cable railway.

As the cable car commences its journey, there in the valley below is a placid stream and a large farmhouse. One of the spirals can be seen crossing the valley on a curved arched bridge. Up and up we go, bumping over an intermediate pylon until the car slows to enter the top station at Kasti Kulm. There, at last, on the terrace our thirst can be quenched with yet another Calanda Brau while we gaze down on this world in miniature. After a while we take the cable car back down to Barenburg, cross the lines and walk through to the standard gauge station at Wergenstein, the spot from which our journey began.

Footnote

From the initial efforts of Ron Provan and myself has emerged the Euro Swiss Group, a band of six continental model railway enthusiasts, none of them in the first flush of youth, but all deeply involved and, I feel sure, enjoying themselves to the full.

To Ron Provan, Ian Murray, Alan Carlaw, Alan Mackie and Willie McKnight, I offer my own thanks, for without them none of the pleasures of building and operating the layout over the last six years would have been possible.

Modelling an unusual prototype in S scale

The Dona Thereza Christina

by Brian Hutchinson

Photographs by Brian Monaghan

Former Argentinian 'Santa Fe' 2-10-2 No. 210 arriving at the mine with empties.

Locomotives

I have five locos, four steam and one diesel, which are models of EFDTC locos working in the period I am modelling, the 1980's. The steam locos are all built on the same general principles as my South African engines with a large tape player motor in the tender driving through a shaft (piano wire) with two universal joints to a counter shaft in the loco on which is mounted a conventional worm drive giving about 30:1 reduction.

Current is collected on the tender wheels only. The tender also houses the speaker and blocking capacitors for the sound system. All engines are built from tinplate which I find very satisfactory to work with, using phosphoric acid as flux. It also holds the paint very well, better than brass or nickel silver.

The prototype 2-10-2's, as I previously mentioned, were originally built for the then North Central Argentine Railway by Baldwin in the early twenties, as part of a standard range of locos for that railway. A further batch was built in the late twenties, again by Baldwin, and a batch by Henschel in 1937. The final lot was built by Skoda in 1949. They were all to a similar design with only detail differences although classed as E1, E2, E3, and E4 by the then Belgrano division of the Ferrocarriles Argentinos. The EFDTC engines were drawn from the last two batches: there are nine Skodas and two Henschels working, but over the years their components have got somewhat mixed up. The running numbers are 200-210.

The engines were completely overhauled by the EFDTC and converted to coal firing from oil. They also did quite a lot of modifications including altered front handrails, new pilot, sandbox moved forward, headlamp moved to centre of smokebox, bell fitted and air pumps altered; some of the tenders were also fitted with EFDTC wagon bogies instead of the original FA bogies and were also given extra coal capacity. A curious point about these rebuilds is that they do not seem to have a proper ash pan; the ash just spills out on either side onto the track. I have built two of these 2-10-2's, one with the original tender, No. 207, and one with the modified tender, No. 210.

The 2-10-4 engines are the favourites of the enginemen and were obtained secondhand from the Central of Brazil railway. They were built in the 1940's by Baldwin and Alco, and went to the EFDTC in the 1960s.

The only notable thing about my model is that, because of the large overhang at the back of the engine, I have attached the tender drawbar between the rear drivers; the bar also has a pin projecting downwards engaging in a slot on the rear truck, and this removes all the pull of the train from the rear of the engine where it could cause trouble on curved track and controls the rear truck as well.

The 2-8-2's (Mikes) are really quite small engines in comparison with the previous ones; there are only three left now and they are all used for shunting. My model looks more like 4mm scale with only 16mm driving wheels, and it usually works as the yard goat.

The 2-6-6-2 Mallets were built by Baldwin new for the EFDTC in the late 1940's. They were small by Mallet standards with a very low

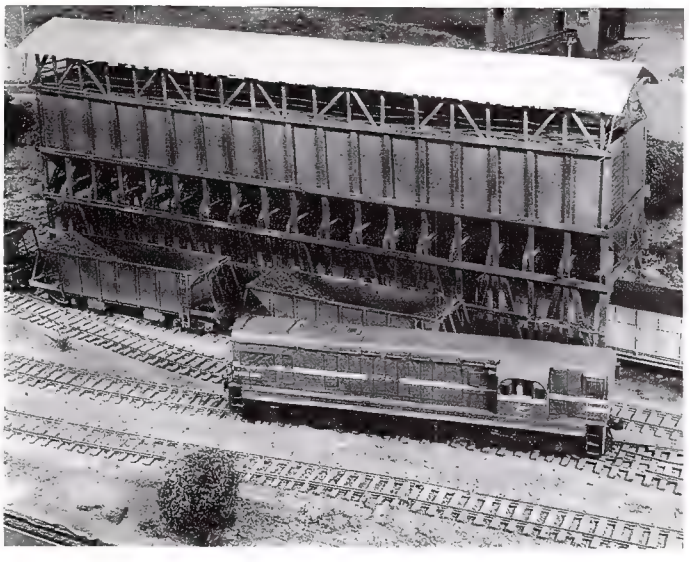
American-built 'Texas' 2-10-4 No. 304, ex-Central of Brasil.

Small 'Mikado' 2-8-2 No. 153 crossing the road.

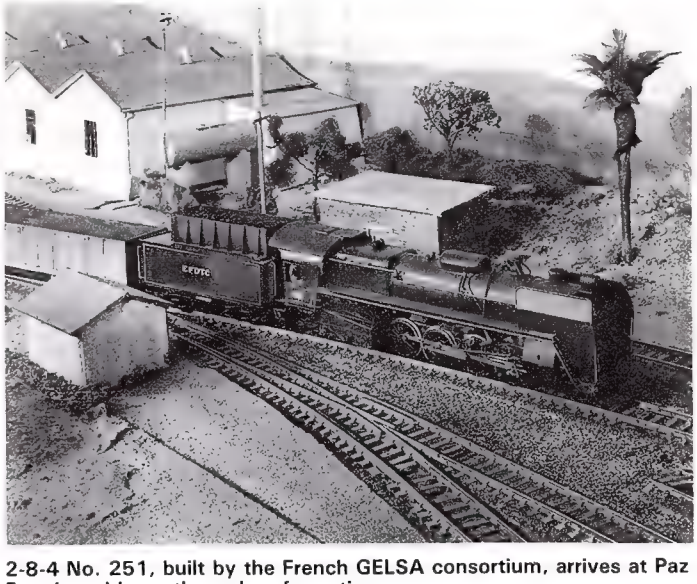
Alco 2-6-6-2 Mallet No. 205 simmering at Paz Ferreira.

axle load. They were used on the Lauro Muller branch which had tight curves and light track; this branch is now closed but three of the engines have been preserved, one at Tubarao, and the others at Sao Paulo. The model has a motor in the tender which drives through a prop shaft to a counter shaft on the rear engine. This shaft drives another counter shaft on the front engine through a small prop shaft and two universals. It runs very nicely but is a bit noisy.

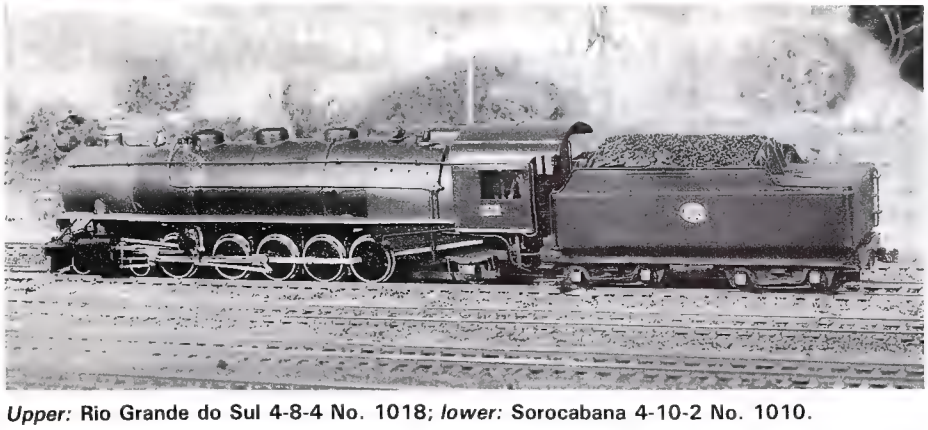
The diesel locos are on hire from the Rio Grande Do Sul and are EMD G12 models. They are not very popular on the EFDTC but have to be used while some of the 2-10-4's are out of traffic. The model is a bit if an 'artist's impression' and is built on a greatly modified commercial chassis of unknown origin which I bought for 50p at an exhibition! Once again it has a tinplate body and uses a tape recorder motor.



On hire from the Rio Grande do Sul, an EMD G12 Bo-Bo diesel shunts at the coal loader.



2-8-4 No. 251, built by the French GELSA consortium, arrives at Paz Ferreira with another rake of empties.



Upper: Rio Grande do Sul 4-8-4 No. 1018; *lower:* Sorocabana 4-10-2 No. 1010.

GELSA was an organisation of French loco builders set up in the 1950's to supply engines specifically to South America. They incorporated all the latest technology and André Chapelon was involved in the design. They had great promise but did not live up to expectations and the various divisions of the RFFSA spent much time trying to shift their allocation to another division. The EFDTC received seven of the 2-8-4's of which only three worked on the line; they had a very short life there and were apparently scrapped at Tubarao.

I have two engines which are not strictly EFDTC engines. The 4-8-4 is an Alco product for the Rio Grande Do Sul (VFRGS), and the 4-10-2 was again built by Alco, for the Sorocabana railway (EFS); both are neighbouring metre gauge lines but not connected to the EFDTC. Anyway, I like them so I am claiming 'modeller's licence'. The 4-10-2 is a 3-cylinder engine and was fitted with Gresley valve gear for the inside cylinder. It was not covered up by any sort of casing at the front, so on the model I have had to make it work! This model gave me the opportunity to try a 6-beat exhaust on the sound system. It was quite a challenge to try and reproduce the sort of syncopated beat of the typical Gresley engine. It usually works turn about with the 2-10-4 on the layout.

I hope that there are a few readers still following this rather rambling account of my adventure into South American modelling, and I hope it may encourage someone to have a go at modelling a more unusual railway.

Practical hints for improved performance

Fine tuning Athearn HO diesels

by Trevor Thomas

Photographs by PECO Studio

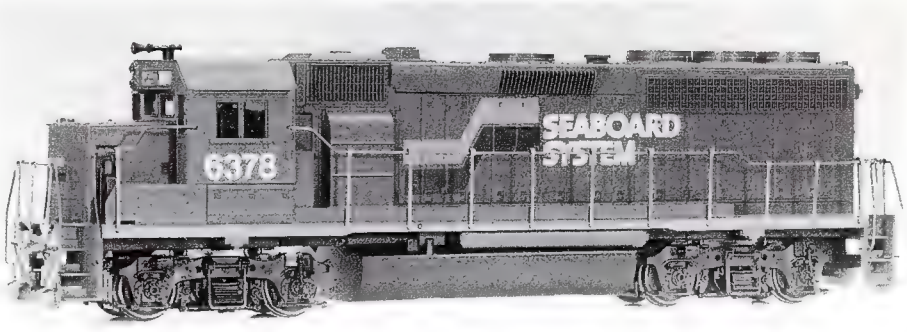
THE HO scale ready-to-run plastic diesel locomotives from the likes of Athearn, Atlas, Bachmann Spectrum and Plus series, Life-Like Proto 2000, and Stewart Hobbies have set new standards for out-of-the box performance: they are realistically geared and have good low-speed running qualities; most of them will get down to a real crawl with barely any movement of the controller from its off position. Some makes are better than others, though even locos from the same manufacturer will differ in their running qualities. But generally these locos really do perform very well indeed.

You can normally take it for granted that a loco fitted with a quality 'can' type motor will out-perform other locos; the difference may only be barely perceptible but it is there none-theless. Flat 'can' motors now fitted to HO scale RTR diesel locos are generally of the five-pole variety, and most are not skew-wound as well; that is, the pole pieces are 'twisted' around the centre-shaft to minimise any cogging that would detract from smooth and even running.

Athearn diesels, although representing real value for money, have motors of the five-pole flat 'can' type which are not skew-wound. Cogging is not often a problem, however, although they can suffer somewhat from less effective quality control than locos from other makers. Motors used by this manufacturer have a tendency to draw more current than motors from other manufacturers. Most quality flat 'can' motors draw in the region of 0.015 to 0.020 amps at full power; Athearn's on the other hand often draw almost half an amp. This is not an enormous disadvantage unless you attempt to run more than two Athearn locos together on a one amp (or less) controller — you may find yourself tripping the overload protection. If you can live without them, removing the warning bulbs may give some more.

All is not lost however, as it is possible to re-power Athearn locos with good quality flat 'can' motors of Japanese origin, such as Sagami or Mashima, etc. although do make sure before you buy that the motor will fit. The commonly available 1833 motor can be quite a tight fit in newer Athearn locos with a scale 6ft wide hood.

It is possible to purchase re-powering kits for these and other locos, which may include new gearing and even replacement wheels as well as the alternative motors. Such kits will ensure all the necessary components are compatible.



The Athearn EMD GP40-2 represents a very popular prototype on US railroads: it would be an ideal candidate for the techniques described here. The model was reviewed in CM July/August 1990.

You can purchase separate flat 'can' motors and either adapt the Athearn flywheels to fit (Athearn motor shafts are 3.2mm/⅛th inch diameter), or purchase flywheels sold to fit other sizes of motor shaft (normally either 2mm or 2.4mm).

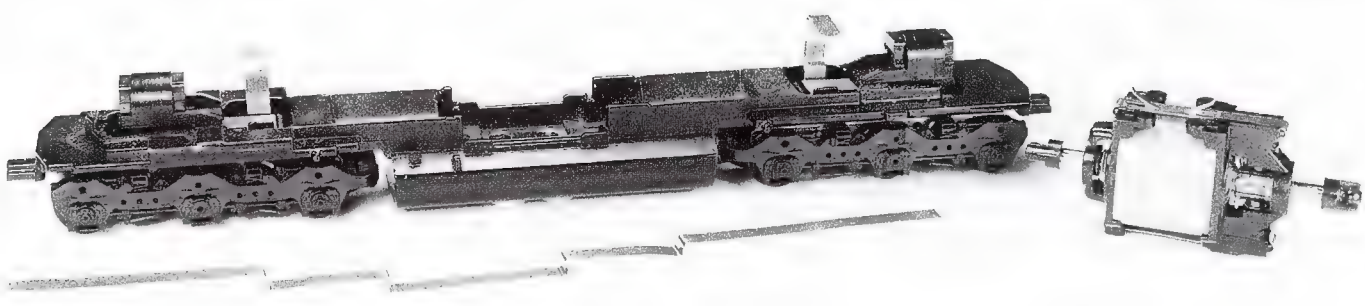
An easy alternative, and certainly cheaper than either re-motoring or re-powering, is to 'tweak' or fine-tune the existing motor and running gear. Begin by disassembling the Athearn loco (following the exploded diagram included with every kit). Remove each power truck in turn to avoid mixing them up and therefore ending up with a loco which runs in the opposite direction to others, although it is now impossible to swap trucks end-to-end on newer Athearn locos. Laying aside the worm gear for the moment, place the truck on a flat surface and make sure that all wheels touch without rocking. Newer locos with plastic sideframes do not appear to suffer so much from this problem, but check them to make sure. If they do rock, give the truck a twist to correct this problem, just a gentle twist or two until you get it right. Having sorted that out, give the truck a push and make sure that it rolls freely. If it does not, disassemble the truck and clean off any factory-applied oil/grease that may be present, and inspect the gears for burrs etc., which must be cleaned off with a file, taking care not to ruin the surface. Once both trucks are rolling freely it is time to turn your attention to the motor.

Firstly, remove the long metal connecting strip (more on that later) and take out the motor, being careful not to lose any of the shafts in the process. Spin the motor by hand and see how free it is; if necessary adjust the tension on the brush springs until you get both a good commutator/brush contact and the armature turning freely without any binding. If there is excessive end-play this can be corrected by adding washers to the motor shafts. Once everything is satisfactory, we can now go on to improve the pick-up.

Athearn locos rely solely on mechanical contacts to transmit current from the trucks to the motors rather than the more usual soldered wire method. The 'hot' side of the pick-up relies on the weight of the chassis pressing on top of the trucks to pass current, and provided that you keep this area of contact clean and free from oil, it should in normal use present few problems. The return is via metal strips which simply make physical contact with each other, and can be susceptible to dirt or distortion, giving intermittent connections after prolonged usage, necessitating frequent checks that the metal is making firm contact with the strip on each truck (not too firm mind, otherwise you will impede both the swing and rock of the truck). Whilst generally these arrangements are satisfactory, reliability can be improved by the simple means of soldering some flexible wire between the trucks and the motor.

Before re-assembling the trucks and motor, give all bearings and gears a trace of light machine oil. It is also not a bad idea to grease the gears lightly with Labelle 106 Teflon grease.

Reassemble the chassis, and before proceeding any further you ought to 'run-in' the loco at about half throttle for half-an-hour or so in each direction. If the unit is allowed to slip against a buffer stop, this not only beds in the gears and transmission but also polishes the wheel treads and improves pick-up no end. Having put everything back together again your 'improved' Athearn loco really should perform better than one straight out of the box.



The mechanism exposed: the five-pole motor is shown right, and the metal contact strip mentioned in the text is in the foreground. The universal joints and driveshafts are not shown, and the worms have been removed from the top of the gear towers. Our example is a six-axle unit, but the principles are the same for all types of Athearn locomotive.

Practical conversions in O scale

Adapting Lima locos

by Peter Jigins

Photographs by the author

The author's SBB Te2/2 seen with its original basis . . .

DESPITE THE abundance of excellent European outline models in Z, N, HO, I and LGB, with the exception of expensive limited edition brass models, O scale has been sadly neglected. This is one area where the British outline modeller has the advantage in the number of locos/wagons available, notably in kit form, over the continental enthusiast.

Both Lima and Rivarossi have at various times produced some models in this scale, but they unfortunately both chose to model the same locos, the Italian 444 electric and the DB 216 diesel. Some other items have been marketed by Framos, who themselves produce equipment in O which is available from some specialist outlets in this country.

I acquired some Lima O scale models some years ago to increase my DB and SBB stock by alterations to some of these locos. I make no pretence that these are scale models in every dimension. They have been made from information gleaned from photos, and other models. There has been a compromise between getting the loco exactly right and the amount of extra work needed. For example the Köf shunter should have a flatter profile roof, but to get this right would upset the window shape, and to correct this would need building a complete new cab. Likewise, the BLS loco has kept the same chassis length as the Italian electric.

One of the following conversions is based on the Lima Italian 444 electric and the other two the Lima 2-axle shunter which was available very cheaply. The only other items required are plasticard, piano wire, body filler and ball point pen bodies — and patience! Because the layout on which these models operate has tight curves, the original couplings have been retained to prevent buffer locking. Otherwise three links could be fitted.

DB Köf shunter

Remove the body from the chassis by prising back both bufferbeams. Snap off both front marker lights. When the model is completed these will need to be refixed, and this will be easier if they are broken off rather than sawn off. Saw through the complete model from front to rear, above the bufferbeams (cut A). Make a second saw cut 14mm above the first (cut B).

Using a large sheet of sandpaper, rub the lower cut edges of the body in a circular motion until a flush fit is obtained on the lower half of the body.

Make a vertical saw cut upwards just forward of the front edge of the leading engine housing door. Make a similar cut upwards behind the front grille (cut C and D). Do not cut through the bonnet; remove the two wedges of plastic produced, push the grille back and cement to sides. (These locos were produced with sloping or vertical front grilles — you take your pick.) The top can now be refixed to the lower half.

Presumably to allow the model to be removed from the mould in manufacture, there is no overhang to the leading edge of the roof. The easiest way to overcome this is to add an additional roof. File off all moulded detail on the top and also the rear roof edge. Cut a piece of plasticard the same width as the roof but 53mm in length. This is then fixed in position on the original roof with solvent, allowing equal overhang fore and aft. Hold in place with elastic bands to obtain curvature until the solvent has set. The replacement horn is made from pieces of old ball point pen, the radio aerial from a piece of piano wire.

The initial 14mm plastic segment first removed will be found to have the lower two rear marker lights moulded onto it. These are shaved off using a razor saw or single edged razor blade (mind the fingers!) and refixed on the body alongside the outer edge of the small lower windows. Then fix a small piece of plastic in front of the front grille to cover the gap where this has been moved backwards, and add the numerous handrails, bent from piano wire.

I have yet to find a supply of DB logos suitable for O gauge, so in the meantime I have had to make do by photocopying the DB on various railway brochures. These are fixed to the cab sides using Pritt stick or similar. Finally, re-attach the front marker lights.

Choice of colour is either the old DB dark red, turquoise and beige, or raspberry red. Numbers are from rub-on print sheets available from stationery suppliers. Before re-assembling the body to the chassis, remove the pivot boss moulded to the top of the motor.

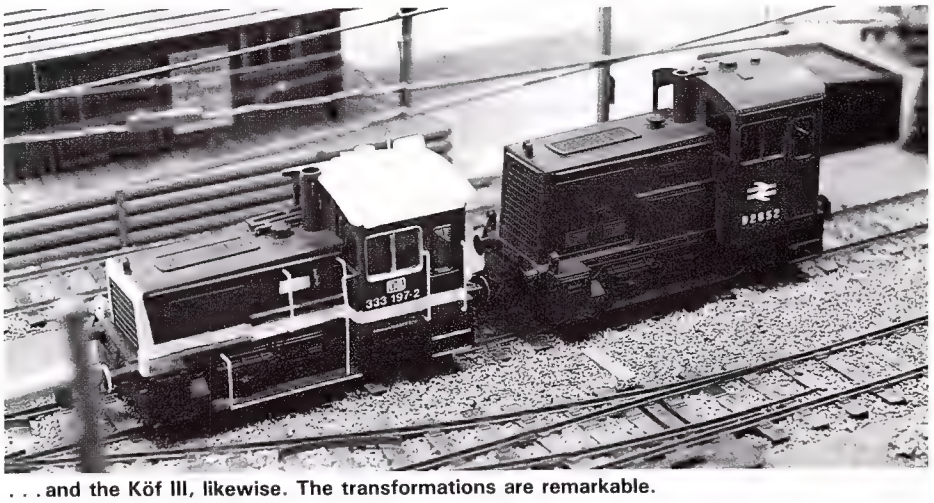
SBB Te2/2 shunter

Remove the body from the chassis by prising back both bufferbeams. Snap off the front marker lights, and pull out the buffers.

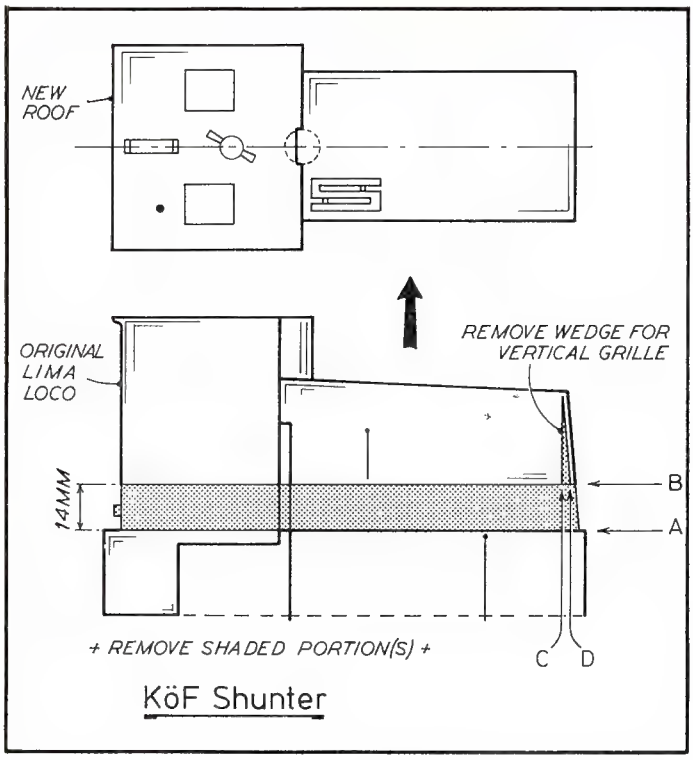
Remove the bonnet top by sawing just beneath the moulded handrails (cut A). Remove the front grille by sawing down the back of it (cut B).

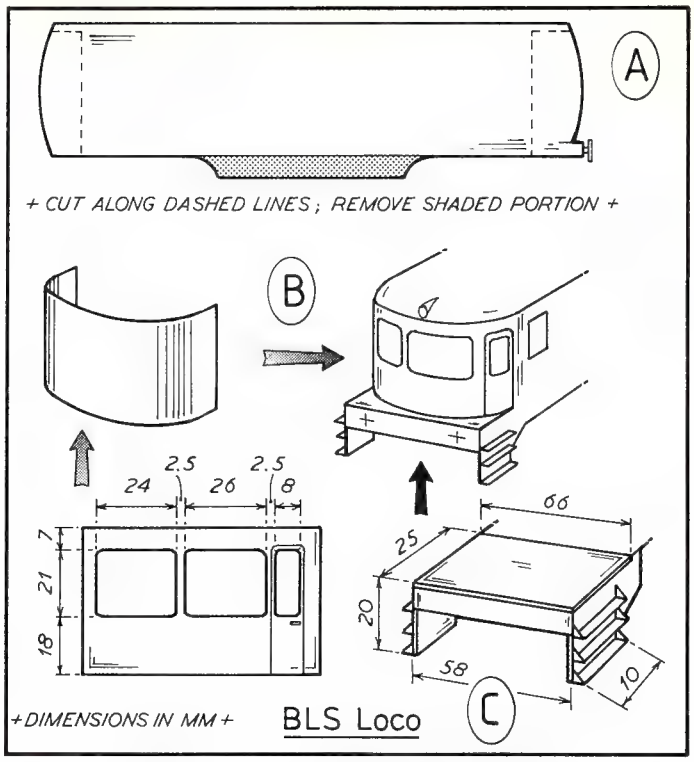
Make saw cuts (as C and D) to remove the rear of the cab, including the cab doors. Leave the side windows intact. Keep all the removed parts as they will be used later. Remove the sides of the engine housing by cutting back above the bufferbeam to the middle of the front set of engine housing doors. Refix part of the original front grille to the new smaller motor housing. Cut the old bonnet to size to fit the motor housing; using a small V file, file a small notch in the under surface to allow the bonnet to bend slightly as shown in diagram. File all surface mouldings off the roof.

Cut out new front and rear cab panels as per diagram. One of the original cab doors has the surrounding plastic removed, and then becomes the new rear entrance door, and is fixed in the middle of the new plasticard cab rear. Using plasticard, cut footplates to cover the gaps in front of the grille and to the rear of the cab. New running boards are fixed to the sides,



. . . and the Köf III, likewise. The transformations are remarkable.





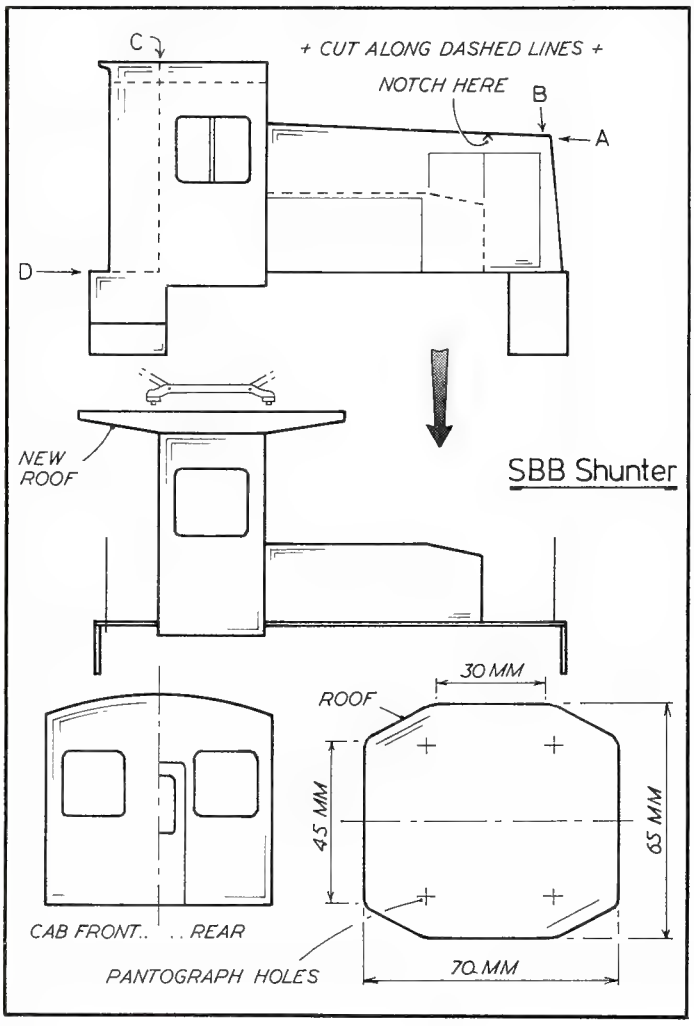
matching the width of the cab.

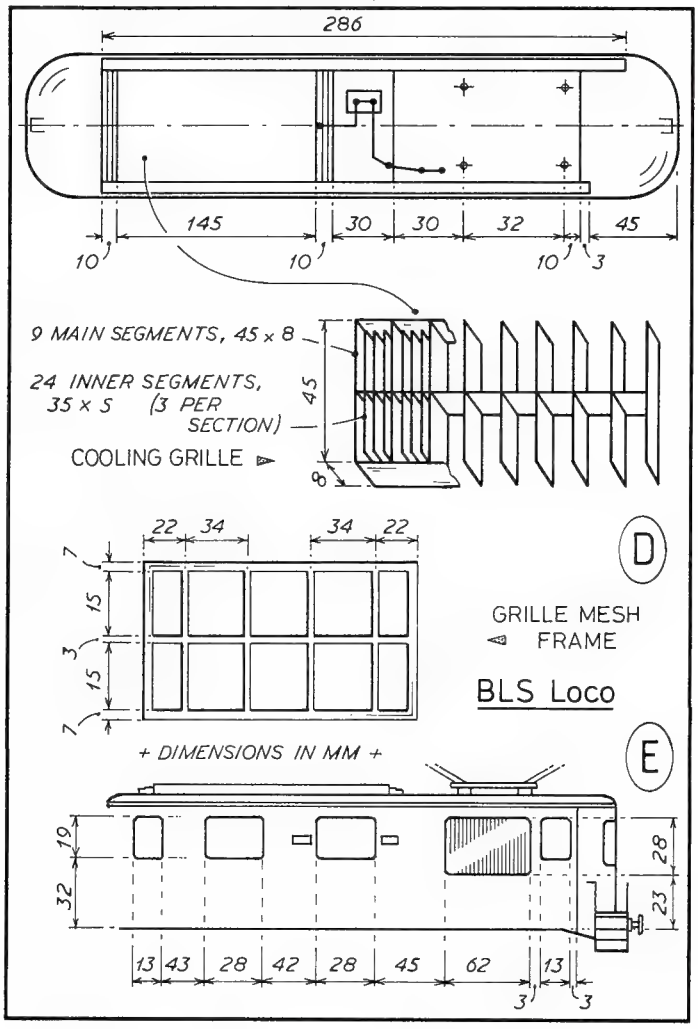
A new larger roof has to be made to fit on the remains of the original. This is again made from plasticard, cut to the shape shown. This needs to be preformed, and the easiest way is to find a fairly large diameter tin and bandage the new roof tightly to it, and then immerse in near-boiling water for a few seconds. Once cooled and removed from the tin, the roof can be fixed over the original using plastic solvent.

Using a spare Lima pantograph, make four holes in the roof, centrally, to take the spigots that fix the pantograph. Two strips of plasticard are added to the roof for the footboards (38mm×6mm) and three insulators formed from plastic sprue. The three rear light mouldings on the original cab are removed with a razor blade or razor saw, and refixed on the rear of the new cab, and the two lower front marker lights are refixed on the front footplate.

The central 65mm of the running boards on the black Lima chassis is removed, and is used to make the new steps front and rear. Finally, handrails are made out of piano wire and Slaters' plastic letters are used for the cab sides.

The loco is painted red oxide/brown, with mid-grey roof and footplate/frames. Handrails are painted yellow. The bogie pivot boss moulded on top of the motor should be sawn off prior to reassembly.





BLS loco

The BLS loco is produced from the Lima Italian class 444 electric. When these can be found they are usually fairly cheap, as they are not a unit many modellers are interested in.

First remove the body from the chassis by prising apart the sides and pulling the chassis down. The pantographs are removed; these simply unplug from four holes in the roof. Only one is required for the new loco (the other was used for the 2-axle SBB shunter). The curved roof moulding is prised off. All other mouldings on the roof should then be filed off, except for the upper headlamps which are situated at either end.

Cab. A cut is made just above the front windscreens, extending back to the leading handrail by the driver's door. A cut is then made upwards along this handrail, on both sides; this will allow the front of the cab to come off (see Fig. A). The new cab fronts were made from an old Rivarossi coach roof (this became spare when I attempted to strip the paint from a coach by immersing it in white spirit; it had the effect of removing the coach from the paint, and not vice versa....then I discovered brake fluid...).

An alternative would be to use plasticard, preformed as described in the Swiss shunter instructions. Whatever you use, fabricate a piece 46mm in depth. This is then fixed to the main body with plastic solvent, replacing the part that was removed. Three windows are then drilled and filed out in the front as per Fig. B, and an outline of a door scribed around the smaller window to form the door frame. The front footplate and steps are constructed from plasticard (see Fig. C) and fixed beneath the cab fronts, and handrails added from piano wire. The original lower lights from the Italian loco should be sawn off the old front ends, shaped, and refixed to the new cab front.

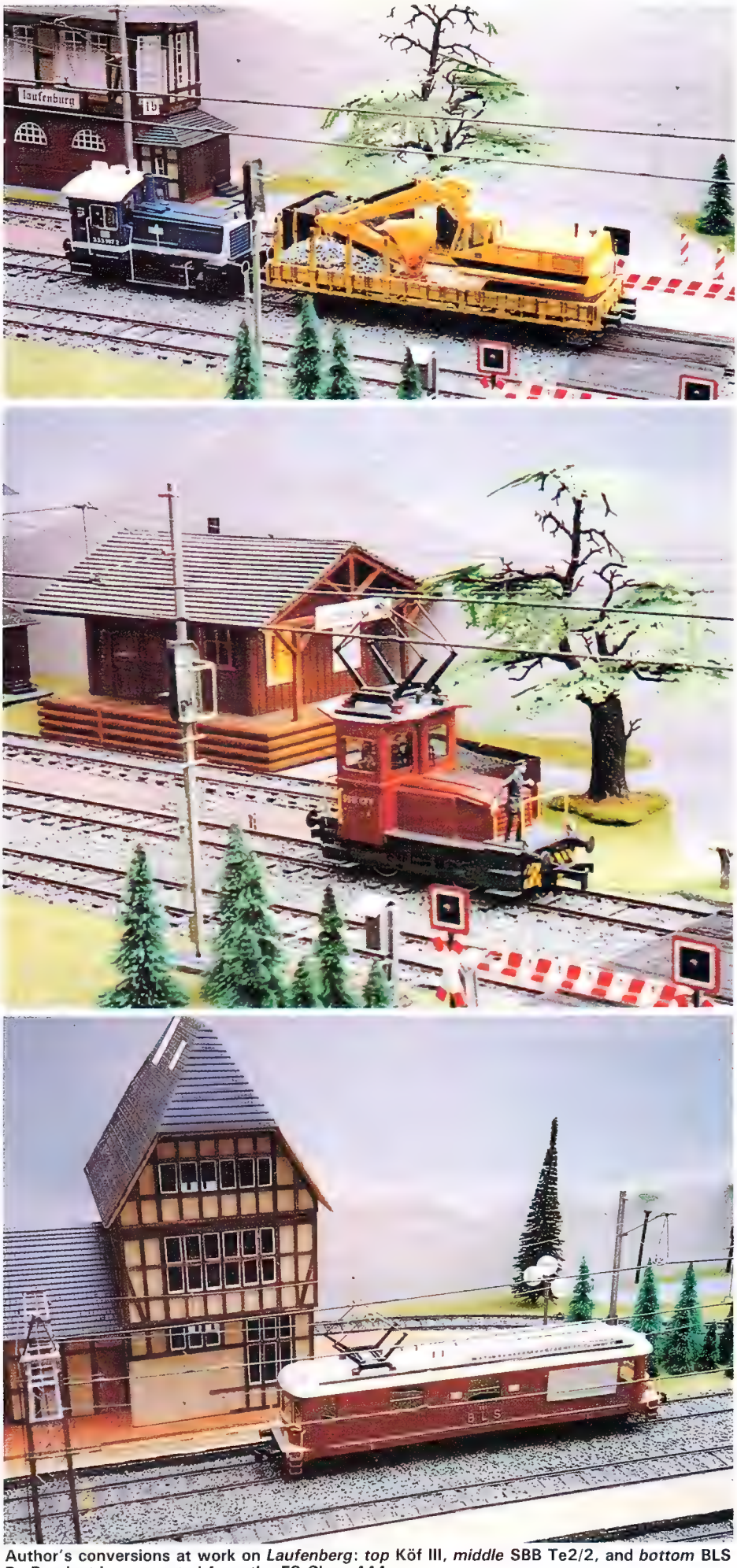
Roof. The cooling grille is constructed from strips of plasticard (see Fig. D) covered with aluminium mesh (from a car repair kit). This is then held in place by a plastic frame. Two footboards (plasticard) extend the length of the roof, and a rectangle of card 72mm×47mm is cemented to the roof, where the pantograph will be mounted. Four holes are drilled in this for the pantograph to plug into. Insulators were made from offcuts of plastic sprue, 'turned' with a file in an electric drill, and finally wire was shaped and araldited to the tops of the insulators.

Sides. All original windows, except the front cab ones, are filled with plasticard, and the various grilles of the Italian loco are filled in with epoxy resin. New windows are cut (as per Fig. E). The large grille to one end is formed from a piece of scribed plasticard. A strip of plasticard is attached along the lower edge of the body side, and plastic letters and numbers applied. Two small squares of plastic either side of the central window represent the makers' plates, etc. Note that the other side of the loco is a mirror image of the first. A strip of plasticard is added to where the sides join the roof, and this extends around the complete loco, sides and ends. This makes it easier when later painted to get a neat straight line.

Chassis. The central dropped section between the two bogies is sawn away and replaced by a piece of plasticard. Various underfloor hardware is then added. The rounded chassis ends are sawn off, so that the chassis will fit into the body.

Paint. The body and roof insulators are painted red oxide, roof and end footplates silver, roof footboards and bogie frames grey, and the handrails silver or yellow.

See these locos on *Laufenberg* at St Neots on 13/14 March and at Derby on 24/25 April.



Author's conversions at work on *Laufenberg*: *top* Köf III, *middle* SBB Te2/2, and *bottom* BLS Bo-Bo electric, converted from the FS Class 444.

A small industrial loco from New Zealand

The Gear Meat Co. Barclay 4-4-0T

by Jim Smith

Photographs as credited

4-4-0T No. 3 as built, with impressive headlight; 2-4-0T No. 2 at left. Photograph: Turnbull Collection, courtesy NZ National Library.

CONSIDERING THAT New Zealand's railway engineers were quick to combine the merits of American and British locomotive design, it may seem strange that the 4-4-0 tender engine never appeared on the lightly built and relatively flat stretches of the South Island. However, several varieties of 4-4-0 tank engine were either built or arrived at by conversion. These included two designs for the New Zealand Government Railways, one design for the privately-owned Midland Railway and, perhaps stranger still, at least two types that were purposely built for industrial use.

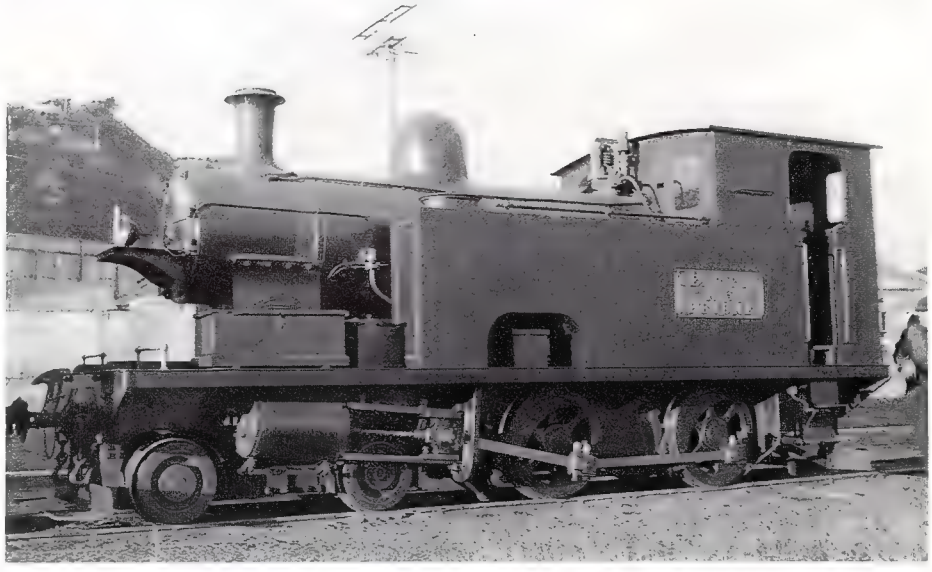
The Gear Meat Company

This concern was founded by James Gear in 1874 at Petone (prounounced Pet-own-ee) to supply the local market. The firm was reorganised in 1882, after refrigeration had enabled meat to be carried successfully for long distances, into an export business. Starting in a small way, Gear solved his twin problems of setting up a cold store and of getting the frozen meat to the wharves for shipment abroad. The hulk of the barque 'Jubilee' was fitted out with refrigerating machinery. When necessary the hulk was towed across the harbour to Wellington. Cold storage was built ashore later and then export meat was taken to Wellington by land.

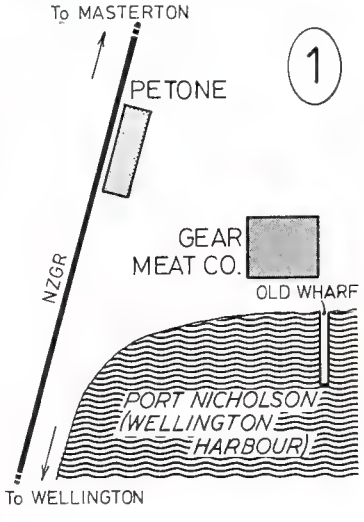
Animals arriving at Petone by rail were brought into the works at the northern, or railway station, end by a NZGR locomotive. The meat was processed and loaded into insulated vans. These vans were taken to the exchange sidings by the Gear Meat Co's loco. From there the vans were picked up and taken to Wellington by the NZGR.

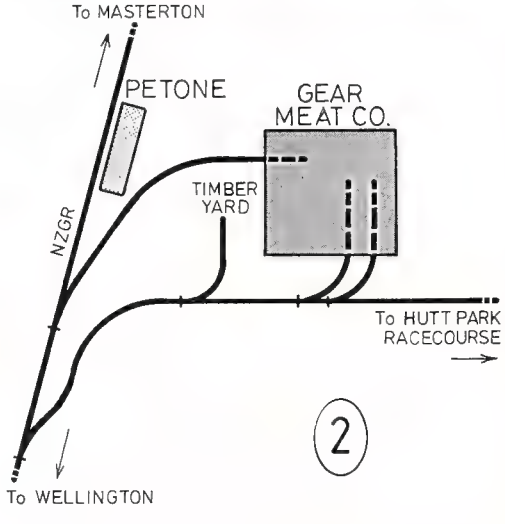
The Hutt Park Railway of 1885

These sidings were formed from the stub end of a small private light railway. This had been built along the Petone foreshore for almost two miles to give access to Wellington's first racecourse at Hutt Park. Originally the Gear locomotives used the line too, to reach the fertiliser and offal works at the far end, but these works were abandoned in 1907.



No. 3 in later life, with sadly depleted illumination capability! Photograph: New Zealand Railway & Locomotive Society archives.





The light railway was always prone to damage by the sea because it was laid along the water's edge. Its only passenger service was run on race days when NZ Railways ran the service. However, the line fell into disrepair and the line was cut back to the exchange sidings and taken over by the Gear Company in 1908.

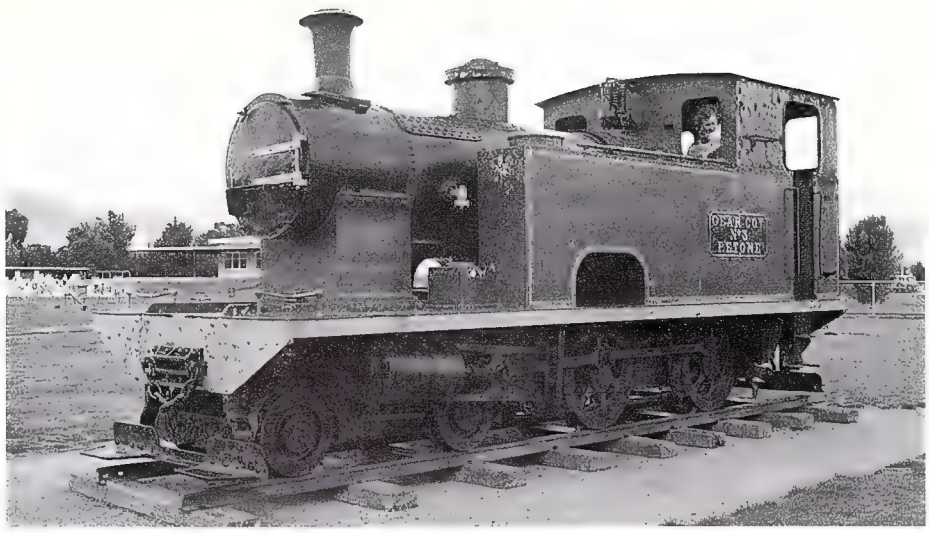
The Company's locomotives

During its existence the Gear Meat Co. used three steam locomotives.

No. 1 was obtained from the Government railways in 1890. It was a standard class 'A' 0-4-0 tank, No. 193, built in the 1870s. It was disposed of in 1915.

No. 2 again came from the NZGR and was a class 'D' 2-4-0 tank built in 1887 by Scott's in Christchurch to a design built previously by Dübs. Originally numbered 137, it was sold to Gear in 1901. It remained in service until the mid-1960s.

No. 3 A purpose-built 4-4-0T locomotive by Alexander Barclay of Kilmarnock with their builder's number 1335 or 1913.



No. 3 as a playground exhibit. Photograph: author.

The 4-4-0 tank locomotive

The following dimensions are known:

Cylinders (2): 11 inch bore×18 inch stroke
Boiler pressure: 150lb per square inch
Driving wheel diameter: 3ft 0ins
Weight in working order: 26 tons
Tractive effort at 85% of
boiler pressure: 7700lb.

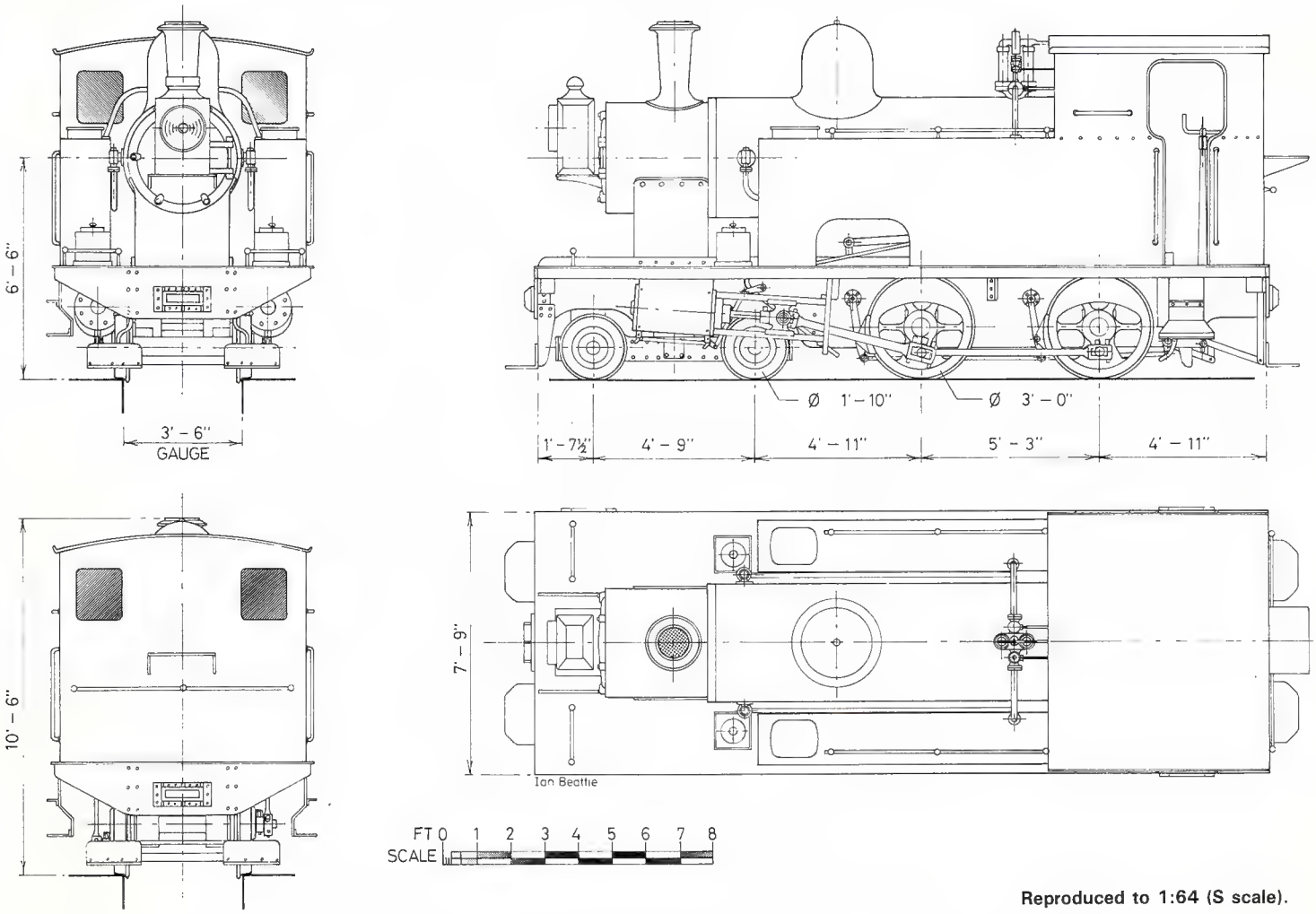
The (original ?) boiler seems to have been condemned in 1946. The locomotive is recorded as being in service until 1954.

Why the choice of a 4-4-0 tank? Presumably the works sidings contained sharp curves. The 2-4-0 tank preceding it (but which outlasted it) having smaller cylinders was obviously less powerful. However, its duties around the yard were probably quite light and the trip down to the fertiliser works had already been dispensed with many years previously.

The locomotive itself is of conventional design although of somewhat uncommon wheel arrangement. The leading bogie appears to be too long in the wheelbase for the size of the machine. As drawn I assure the reader that the headlight *is* in proportion! There is a small coal bunker inside the cab, stretched across the rear. Although it does not show in any of the photos, the driving wheel spokes are of H-section.

After withdrawal the Barclay was taken a few miles up the Hutt valley, placed in a children's playground and painted green. Subsequently it was taken a few miles further up the valley to where it now sits outside the preserved railway site at Silverstream. It has now been given another coat of paint and is now light blue in colour. At any time now I expect to see it bedecked with a smiley face painted on the smokebox door!

The locomotive is in fairly good condition with some corrosion to the side tanks and bunker. The boiler lagging and the dome cover are missing and parts of the front headlamp bracket have been removed by gas torch. A footstep shows on an early photo on the righthand side but a later shot of the left hand-side shows no similar footstep. Neither side has this feature now.



Reproduced to 1:64 (S scale).

736
736
STOP
KCS
736
37
45

5023
5023
UNION PACIFIC

Four views of the colourful American railroading scene. *Opposite page, top*: Kansas City Southern diesels are now receiving grey liveries to succeed the previous white, as evidenced by SD60 736 at Battle Creek, Mi. (Photograph: Gary R. Zuters/Dash 8 Railroad Photography). *Bottom*: Union Pacific's Armour Yellow gleams on the nose of SD50 5023 at Dolton Junction, Chicago (Photograph: Nigel Sincock/Dash 8 Railroad Photography). This page, *top*: Santa Fe GP39-2 3826 lays over at Carlsbad, N.Mex. (Photograph: Jim Winkley). *Bottom*: GP40 3729, once owned by the B&O, is now part of the General American lease fleet; she poses for her portrait at Toronto, Canada (Photograph: Gary R. Zuters/Dash 8 Railroad Photography).

Narrow gauge charm in Fiji
South Seas sugar trams

by Peter Hodge

Photographs by the author

A Hudswell Clarke 0-6-0 hauls cane trucks through the centre of Ba township in the mid-50s.

CHRIS MALONE'S article on Queensland sugar tramways in CONTINENTAL MODELLER for May/June 1990 highlighted one of the least modelled but most interesting prototypes for those who like narrow gauge.

At one time or another the cane sugar industry in many countries used tramways. They were found in South Africa, Mozambique, Mauritius, India, Indonesia, the Philippines, Taiwan, the Pacific Islands, Australia, South America, the USA, Cuba and other parts of the West Indies. Many are now defunct, but overall cane trams must have been one of the most extensive and widespread applications of narrow gauge light railways.

Because of the seasonal nature of the industry many carried very heavy traffic — not for them the typical narrow gauge "one-train-a-day". There *were* some picturesque plantation trams but many cane lines saw plenty of action.

That was particularly so in Fiji, the former British colony in the South Pacific, where the main systems carried very heavy traffic on the 2ft gauge. Consider this extract from *South Pacific Enterprise*, the centennial history of the Colonial Sugar Refining Company Ltd which built and worked many of the cane trams of Queensland and Fiji. Referring to the 1950s, it says:

> "The Company's two biggest mills . . . Victoria in Northern Queensland and Lautoka in Fiji . . . have each handled crops in excess of 650,000 tons in a season . . . Each of these two mills at the height of the season transports each week about 25,000 tons of sugar cane, which is equivalent to a continuous train of loaded cane trucks" (length 8ft, load 2-3 tons) "17½ miles long . . ."

Some quick arithmetic suggests that amounted to 11,000 loaded trucks a week. The Lautoka system ran trains of 100 trucks, so we are looking at 110 loaded trains (and 110 empty ones returning!) each 5½ day week, say 20 trains to and from the mill each day.

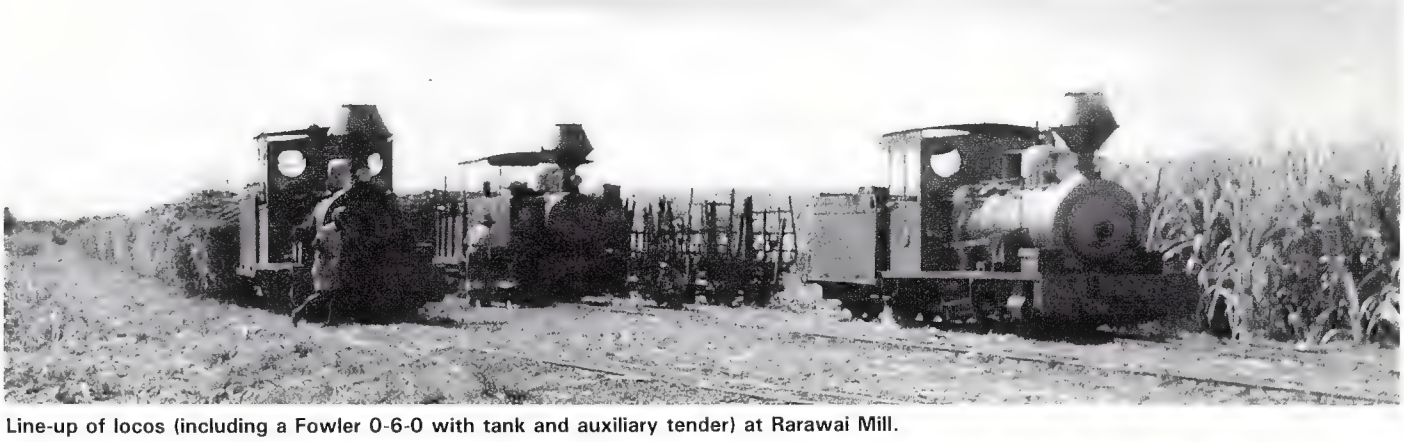
By 1987 it was even bigger and better. Lautoka Mill was processing 1.4 million tons a year, mostly carried by rail, in the seven months from June to January. There were also loads of filter mud (the residue from cane crushing), fertiliser, sand, machinery, stores, raw sugar and molasses. Back in the '50s the Lautoka tram also hauled loco coal, and the famous Fiji Free Train with its special Hudswell Clarke 4-4-0 was based at Lautoka Mill. Nowadays bulk sugar and molasses are carried from Rarawai to Lautoka in unit trains running a merry-go-round service.

Chris Malone described the technology of Australian sugar trams and suggested some excellent ideas and techniques for modelling them. Most of what he says applies to Fiji with the exception that sugar cane is still carried from the fields to the mill in whole stalks and not chopped up as now in Queensland. Instead of cane bin wagons the Fiji sugar industry still uses trucks across which stalks up to 10ft long are stacked.

The Fiji sugar industry is now managed by a statutory body, the Fiji Sugar Corporation, which seems sensibly committed to persevering with rail transport — quite a change from most countries where other modes have taken over.

Steam locos disappeared from the Fiji trams in the 1970s. The two main types were the Hudswell Clarke 0-6-0s and Fowler 0-6-0Ts, as illustrated in Chris Malone's article, and Fowler 0-6-2Ts like the Brandbright live steamer featured in Don Mason's article in the February 92 CM. Most of the Fowlers were tender/tanks with bogie tenders added to carry extra coal and water. Diesels of the types described in Chris Malone's article are now used.

(*Editor's note:* the background to the Fiji sugar trams and more than enough photographs, diagrams and ideas to keep anyone modelling for the rest of his life, are all contained in the book *Cane Train* by Peter Dyer and Peter Hodge, published by the New Zealand Railway & Locomotive Society Inc. of Wellington in 1988, and still available from specialist outlets.)



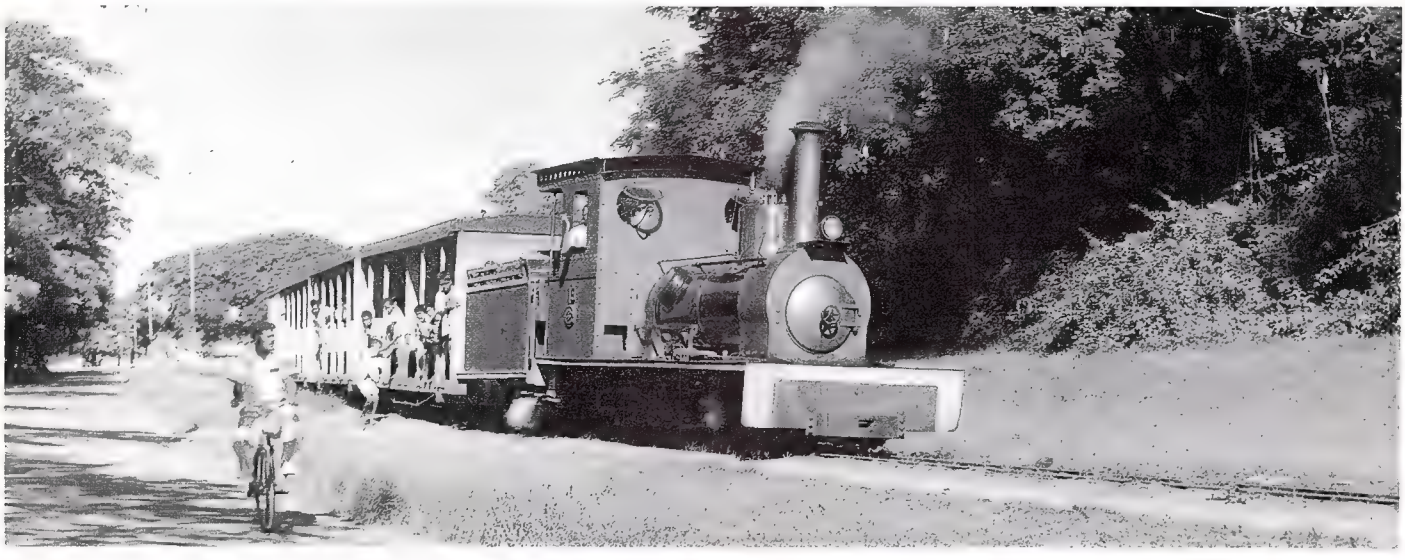
Line-up of locos (including a Fowler 0-6-0 with tank and auxiliary tender) at Rarawai Mill.

In recent years there have been four systems in Fiji: the Lautoka and Rarawai Mill systems on the northern and western sides of Viti Levu which are connected but operated separately — 290 miles; the Penang Mill Tram on the north eastern side of Viti Levu — 30 miles; and the Labasa Mill Tramway on the other large island, Vanua Levu, 90 miles. Altogether there are between 60 and 70 locomotives and thousands of items of rolling stock.

If that reads like a lot of boring statistics, the reality is different. The Fiji sugar cane lines are certainly impressive as modern and efficient narrow gauge industrial railways, and they also have an exotic atmosphere arising from the multi-racial community (Fijians, Indians, and many other groups) and the South Seas locations.

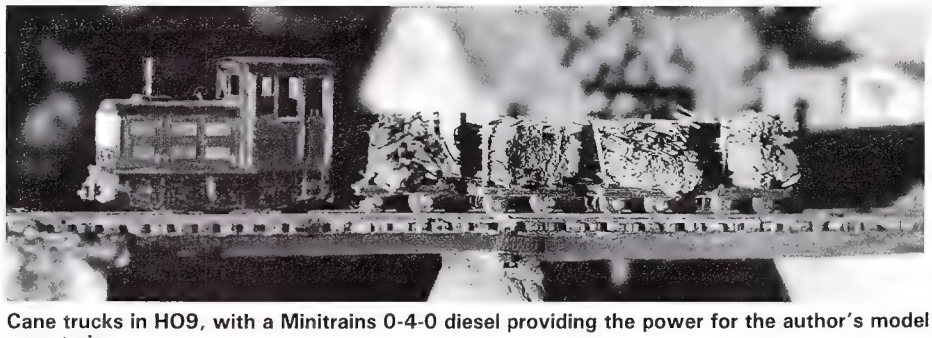
The best scale for modelling this prototype is probably 7mm, although the more recent locomotives would be feasible in 3.5mm or 4mm, and 1/64. Of the smaller scales my choice would be 1/64 on N gauge track (very close to 2ft). In narrow gauge modelling you need scope for locos to be big enough to work well. The requirement is even more stringent for rolling stock. The four-wheeled rolling stock was very small and light and would need to be carefully built to run well in the smaller scales.

Two types of prototype are possible. Mills like Naurori (closed 1959) and Penang had trams that could be modelled well in a confined space. Even small sugar mills are complicated and sprawling affairs, however. I would be inclined to model the mill along the back of the layout, possibly in low relief, and place the tramway features — the full and empty wagon yards, loco shed and workshop — in the foreground. This type of tramway could be modelled representing any time from the 1880s to the present day. Older lines give scope for some interesting locomotives, e.g. Decauville and Barclay 0-4-0Ts, and some choice early internal combustion types such as open frame Simplexes, Hudswell Clarke and Fowler diesels, or a Moes semi-diesel. Two of the three locomotives built by Crossley Brothers finished up at Penang.



The famed Free Train, with 4-4-0 No. 18 (Hudswell Clarke 1118/1918) in charge, passing through Lautoka en route to Rarawai.

In the 1970s I built a small HO9 layout called "The Malua Sugar Company" in a space of 3ft 4in by 3ft. It was a circle of track with a small yard at one side and represented the tramway facilities for one of several plantations supplying a small sugar mill. It was a recycled railway, most of the components (including the PECO track) coming from a previous layout (the Sungei Bawang Railway, described in the RAILWAY MODELLER for November 1974). The locos were a Jouef Decauville 0-4-0T and a Minitrains 0-4-0 diesel, slightly freelance but not out of the question. The small Minitrains industrial rolling stock converted fairly easily to cane trucks and other vehicles. Although just a 'fun' layout, the Malua Sugar Company showed what could be done in a small space. The same set up could be modelled in 7mm scale in a space about 6ft square.

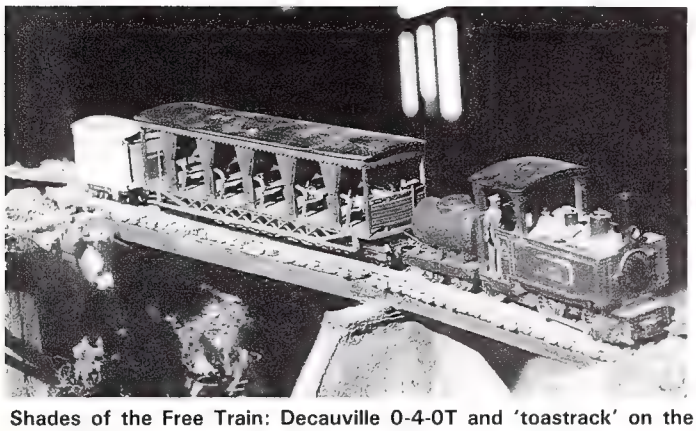


Cane trucks in HO9, with a Minitrains 0-4-0 diesel providing the power for the author's model cane train.

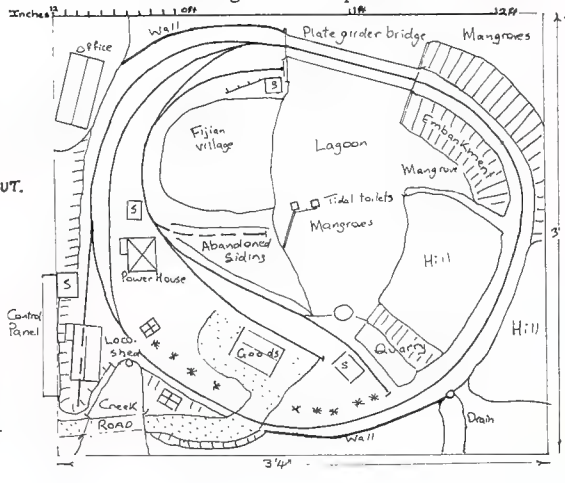
The large mills and trams, i.e. Lautoka, Rarawai and Labasa, would require a great amount of space and effort. I would tackle one of these by modelling only a locomotive exchange point such as Na Savu Savu (40 miles south of Lautoka) or Tagi Tagi Tanks near Rarawai. These comprise a series of loops and loco servicing facilities. Another suitable location would be Thuvu which had four loops, a two-road loco shed, and a turning triangle; was picturesquely situated beside a beach of white coral sand.

Interest could be added by modelling a beach scene, mangrove swamps, or the tram passing a village of Fijian grass huts or taking off down the main street of a town, as at Ba.

There's plenty of scope and plenty of interest, although the amount of scratchbuilding required would be considerable. But therein lies the challenge and the potential satisfaction.



Shades of the Free Train: Decauville 0-4-0T and 'toastrack' on the author's layout.



Die Schmalspurbahn in HOe
Steintalbahn V

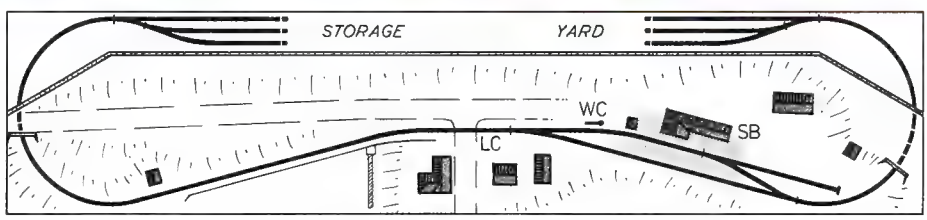
Late evening on the Steintalbahn, and freight is readied for the last train of the day.

by Graham Lightfoot

Photographs by the Peco Studio

SINCE building my engine shed diorama, Bw Bad Mainfeld (CM July/August 1990) which was exhibited at various exhibitions and German Railway Society events, I became very aware of its limitations. In common with all end-to-end layouts, which it was even if limited in size, it needed 100% concentration which did not allow time to talk to visitors and give them encouragement to build layouts themselves. I have a large selection of HOe stock which is used on the narrow gauge section of my main layout at home, so it seemed sensible to use this on a new portable layout. I had been approached to exhibit at the CONTINENTAL MODELLER Exhibition in November 1991, and was finally given the inspiration by two visits to the Harz mountains narrow gauge system. Thus Steintalbahn V was born.

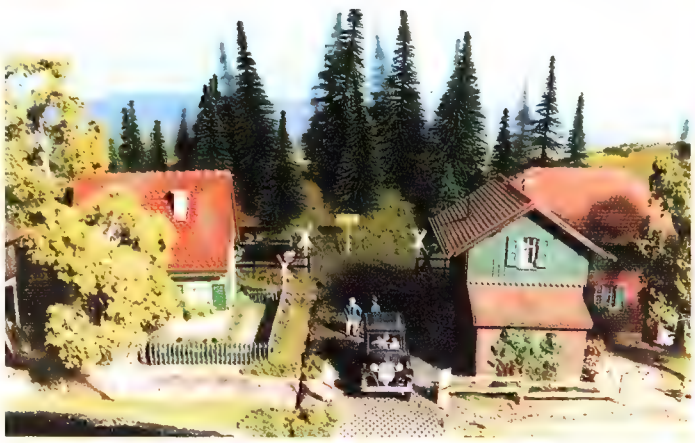
Steintalbahn is set in the same period as my main layout, between the two world wars, in southern Germany. This enables me to use all my HOe stock and road vehicles. The small station is one of the intermediate stops on the 750mm gauge system which radiates from Bad Mainfeld at the foot of the Stein valley.



For the first time I have used Sundeala for the baseboard, with the normal frame construction of 3″ × 1″. A section of the left-hand board has frame reduced from 3″ to 1″ to give extra depth to the scenery. The two boards both 4ft 6ins by 2ft, are lined up by using plastic corner joints which have been slightly modified. The joint is then held secure by two coach bolts. The same holes are used to secure the two halves of the layout one on top of the other in a frame for transportation and storage. The layout is designed to stand on one or more tables, and is raised up a further 15″ by short legs. the legs are simple to fit, require no bolts and provide a stable base. One extra advantage of this design, which proved its worth at the CONTINENTAL MODELLER exhibition, is that it provides storage space for stock (and cups of tea, etc) under the layout well out of view of the public.

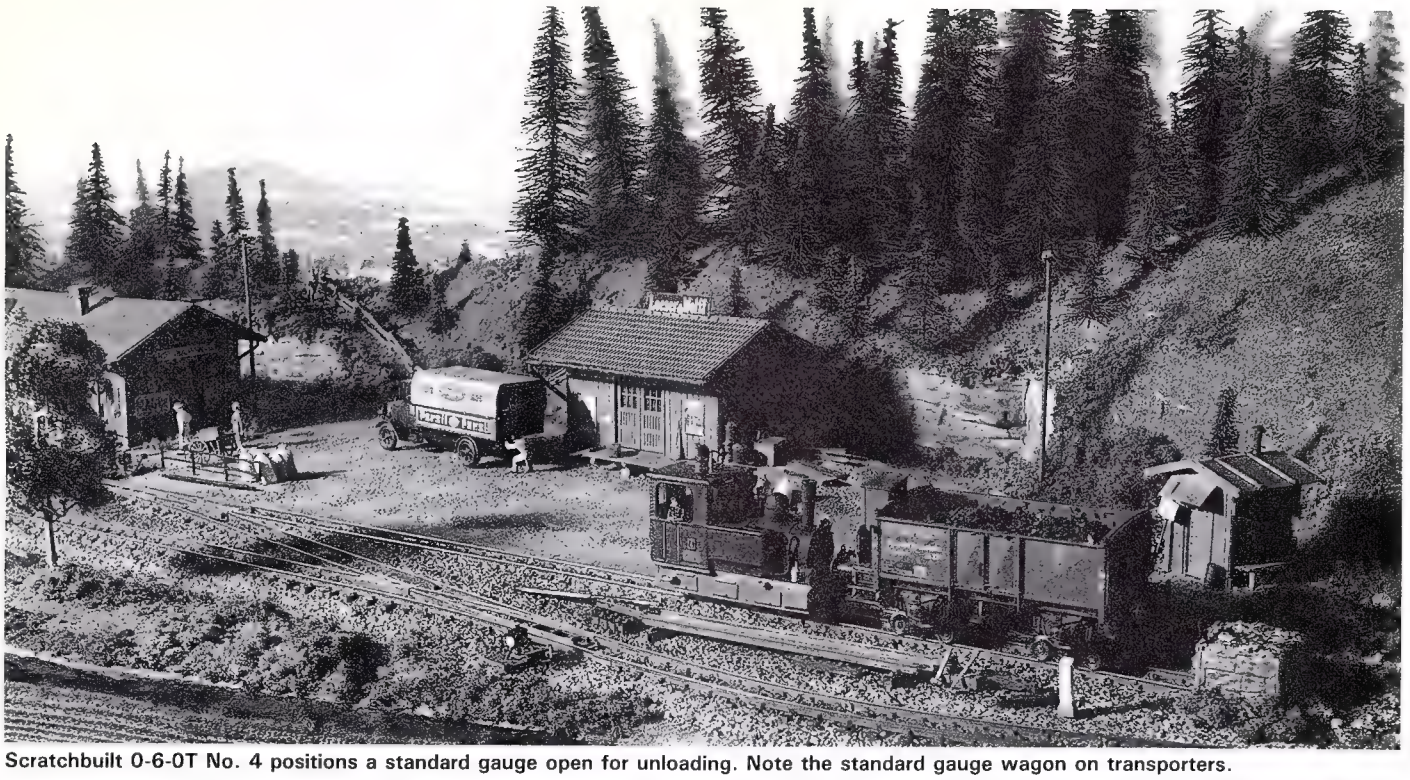
The track plan is extremely simple, an oval with three loops in the storage area at the rear, and a station with a passing loop and a short goods siding. Guest operators have been able to master this arrangement without too many accidents.

The trackwork and points on the viewing side are Bemo, with SEEP point motors. In the storage area PECO N gauge track and points with surface mounted motors have been used to save cost and ease construction. All the track is pinned down on to ⅛″ cork sheet. The radius of the end curves varies between 12″ and 10″ to ensure there is sufficient clearance at the edge of the baseboard. For most of the rolling stock this is not much of a problem, but it does increase the drag factor on the Liliput rollbocks. Where the track crosses the baseboard joints, 1″ lengths of copper clad paxolin cut to sleeper width were screwed to the board. The rail was soldered directly onto it, and on the viewing side the copper cladding has been cut away to



A Mercedes threads the narrow streets.

Farmers' storehouse with patriotic display.

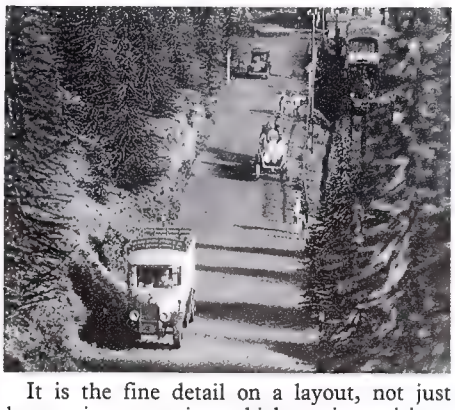


Scratchbuilt 0-6-0T No. 4 positions a standard gauge open for unloading. Note the standard gauge wagon on transporters.

look like sleepers, with ballast glued in the gaps. Prior to ballasting the whole of the track was weathered with paints, and extra oil and rust were put in various areas as part of the final detailing.

The transformer is built into the hill at the rear of the station area, with an ECM Compspeed A controller and a control panel with all the section and point switches mounted on the rear of the plywood frame which supports the Faller backscene. As with all my layouts, the wiring is colour coded and secured in runs to the underside of the baseboard with clips. A couple of hours spent planning the wiring, producing a wiring diagram and ensuring all joints are correctly made can save hours of fault finding and red faces at exhibitions. A CDU is also mounted under the hill next to the transformer for the point motors. The connection between the two boards is made via a 12-pin plug and socket.

The basic scenic work is nothing out of the ordinary, it's the usual plywood frame covered in netting and plaster bandage with coloured plaster used for the final contouring. All the ground was then painted with water colours before Woodland Scenics turf and soil were glued down with PVA adhesives. In some areas real sand, coal dust and ashes have been used. On the front of the left hand baseboard the frame was reduced by 2" to allow for a short embankment and retaining wall to give extra depth to the scenery. In three locations the resin-formed rock by Faller was built into the hillside. At first I thought it did not look very realistic, but anything was better than the rocks I have made in the past; with being moulded into the plaster and then weathered, the final result is very pleasing. The road is Busch self-adhesive cobblestone, reduced by 15mm in width. This was stuck direct onto a plywood strip, which gives the road a level foundation, enables it to be inclined, and facilitated the building of road overbridge. All the buildings are from the major manufacturers. The station building, which is the main focal point of the layout, is the excellent model of a typical Bavarian branch line prototype called Rothhausen from Pola (660). The only other building in the station area is a small goods shed, also from Pola (802). The two houses set on either side of a narrow road near the ungated level crossing, are from Kibri and Pola. The outhouse from the Kibri gatekeepers cottage (B-9482) has been used with the Pola junior series house (1041) to create a smallholding. Yet again I have used the three small huts from Faller (B140), two in the station area and one in the cutting near the road bridge.



It is the fine detail on a layout, not just locomotives operating, which captivate visitors to exhibitions. The concept of the layout is simple to operate, but with plenty to look at when no trains are moving. A selection of Preiser 1930's period figures working, walking together, or gathered in small groups has been used to populate the scene. The water crane is from Weinert Modellbau (3345); this model can be used on narrow or standard gauge secondary lines. The point lanterns are Arnold N gauge, which look the part, but I have been told they are still over-scale for HO. Other details include the usual scrap and piles of wood in different locations, fire hydrants, sign posts, road names, flower baskets, gas lamps, adverts, and many others.

The 180 or more fir trees are from Faller, which are available in various sizes in packs of 15 or 40. These are relatively cheap and look realistic when placed in groups, but on their own they do appear to be a bit like a Christmas cake decoration. It is always difficult to find realistic deciduous trees, other than to build them yourself, which is one aspect of the hobby I have never been very good at or had the time to pursue. This problem was easily solved when I was able to track down the etched brass trees used on some architectural models which I have seen from time to time. These are supplied by EMA and come in various sizes from 6 to 25cms and in different shades of green. They are not cheap, but are well worth the extra cost, as most of the comments at the layout's first exhibition mentioned how effective they were. The bushes are made from Woodland Scenics foliage and touched up with paint to represent flowers and buds.

Operation is simple. Two of the tracks in the storage area each hold up to four trains in separate isolated sections, one track for each direction. The third and shortest one is used for through trains, but can be used to store a further two if need be. When a train leaves the loop, the others are moved up by one section. When the train moves out of the station to return to the storage area, another is released to take its place. Trains regularly pass in the station, where right hand running is the rule of the line. Most also stop there, the exceptions being the mineral trains from the mines further up the line and the twice-daily fast passenger train from the terminus at the head of the valley to the standard gauge junction at Bad Mainfeld. Various combinations of locomotives with goods, passenger or mixed trains are used. A Wismar railcar and works diesel are also in traffic in off-peak periods.

In common with all my layouts, Steintalbahn V has given me a great deal of satisfaction in building and operation, and I hope it has given others the incentive to build layouts of their own. What will come next? Watch this space...

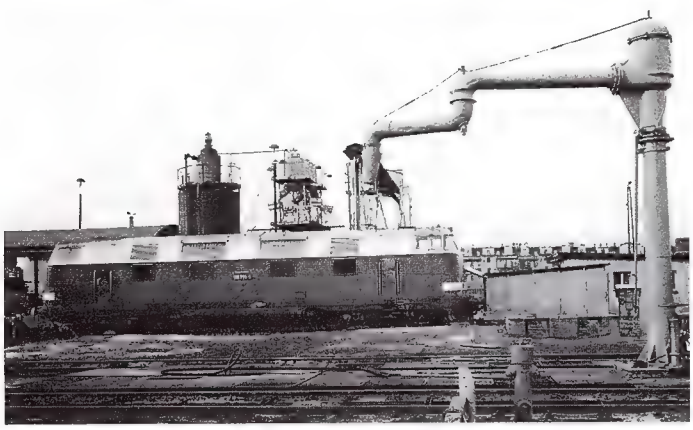
Steintalbahn *can be seen at the Eurotrack '93 exhibition at the Southampton Guildhall on 27/28 February; the following layouts are also scheduled to appear: Michael Watts'* Charmes, *Tony Rogers'* Black Frog Creek, *Ian Futers'* Neumarkt, *Tim Hale's* Spalt, *John Shorey's Tibetan layout* Pushen Yerluk *and an S scale layout from the Le Havre club (AHMA).*

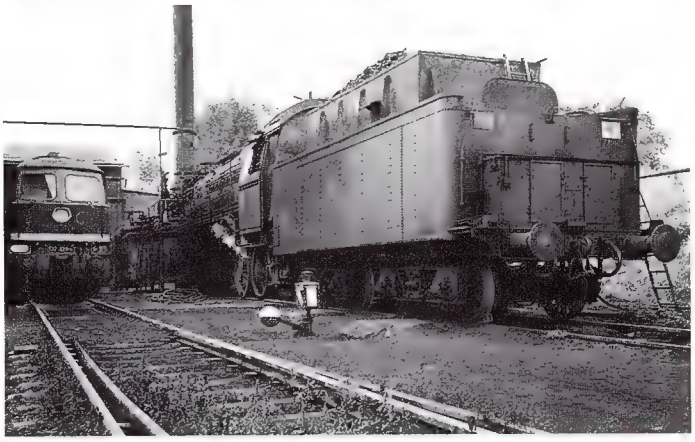
Demonstrations include Gordon & Maggie Gravett's new 1:50 scale Réseau Breton model.

Society support includes those catering for Italian, French and Swiss railways plus both the German Railway Society and the Altezeitgruppe.

DR Görlitz

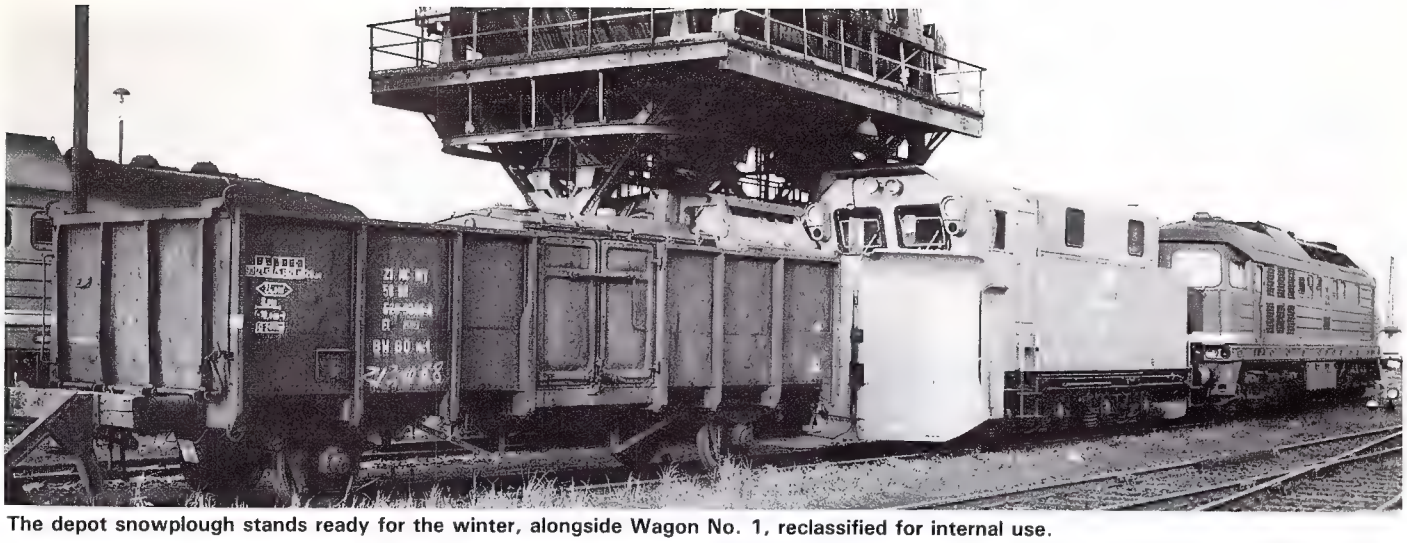
Karl Ackerman recorded the railway atmosphere of this former East German town. The bogie is outside the *Wagonbaufabrik*.



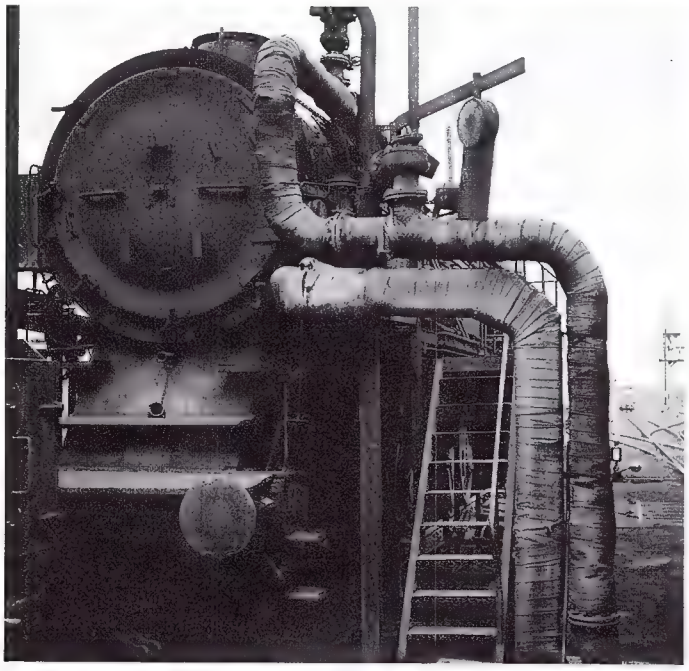


This 118 (left) looks as though it doesn't belong at the *Bahnbetriebswerk*. The 52 (right) steams for heat alone.

Immobile 52 8091-2 still appears ready to raise steam.



The depot snowplough stands ready for the winter, alongside Wagon No. 1, reclassified for internal use.



Heavyweight kettle: an ignominious end to a service career. Right: diesels lurk by the coaling tower.

Half a century away from Henschel, 52 8069-8 languishes less tender in the Görlitz station yard.

Locomotives of New South Wales
The 43 Class

4302 storms up Fassifern bank in April 1971 with the *North Coast Daylight*, a regular assignment for the class.

by Peter Clark
Drawn by Greg Edwards
Photographs by Graham Fisher

The prototype

Contemporary with the GM/EMD 42 class built by Clyde Engineering, the six locomotives of the 43 class were ordered from Australian Electrical Industries Pty. Ltd. in June 1954, no doubt to permit comparison of the rival products. Assembly was subcontracted to A. Goninan & Co. at their Newcastle plant. The design used a combination of Alco diesel engines and General Electric transmission components. They were thought of as passenger versions of the successful Alco-powered 40 class hood design which had been imported from Canada, and the first was delivered on 26th September 1956.

The 43 class could be recognised by their squared-off appearance, but the unusual cab profile is not quite unique, being shared with an American GE design built for the Erie RR in 1954, which had a Cooper-Bessemer prime mover.

The bogies had equally spaced axles in cast frames, with inside equalising beams of a distinctive channel section. Unlike the 40's, the new units had six motors and thus were capable of hauling heavier loads. Dynamic brakes were fitted, and the class had manual rather than the automatic sanding on other NSW main line diesels.

Full driving equipment was fitted in the front or A cab only; the rear end had only basic hostler controls for driving the locomotive backwards when on shed or shunting, etc., at speeds not exceeding 30 miles per hour. For this reason the units were always marshalled with the A end leading even if working in multiple, in case the lead unit failed and the 43 had to take over.

Class leader 4301 stands at Gosford, November 1970.

4304 at the head of a rake of hoppers in Hornsby yard.

The first regular service of the class leader was to haul the Central West Express between Sydney and Orange. When the steeply graded line over the Blue Mountains was electrified the following year, the 43's were used on general duties out of Enfield depot, Sydney, on north and south main lines. In 1967, after the delivery of the last of the 44 class, the 43's were all concentrated at Broadmeadow (Newcastle), ostensibly for dieselising the workings to Werris Creek, though they were later used generally on the north coast and Main North routes as well as to Gosford on the Short North. They were often rostered for the *North Coast Daylight Express* and the *North Parcels*, and the Saturday afternoon Southern Highlands express remained a common turn.

The class was transferred to Delec (Sydney) just before withdrawal. With their power output lower than other main line units, and the Alco 244 engine (all other NSW Alco's using the 251), they were prime candidates for early retirement under a policy of standardisation. Appropriately, 4301 was the first to go, in 1974, to supply spares for its fellows. It was followed by 4302 and 4305 in 1976, and 4304 and 4303 in 1977, while 4306 survived until October 1979. This locomotive has been preserved by the NSW Rail Transport Museum at Thirlmere.

Visible modifications

The original staff exchangers were later removed, but refitted about the time the units were allocated to Broadmeadow.

When built, the large bodyside radiator vents were shrouded with full height radiator shutters, but these were subsequently replaced with mesh grilles.

At some time in the early 70's, the locos gained an access ladder on one side of the rear, and a 'ladder' of grab irons up each side of the nose, in common with other NSW cab-style units.

Twin horns replaced the five-chime type on 4301, 4305 and 4306.

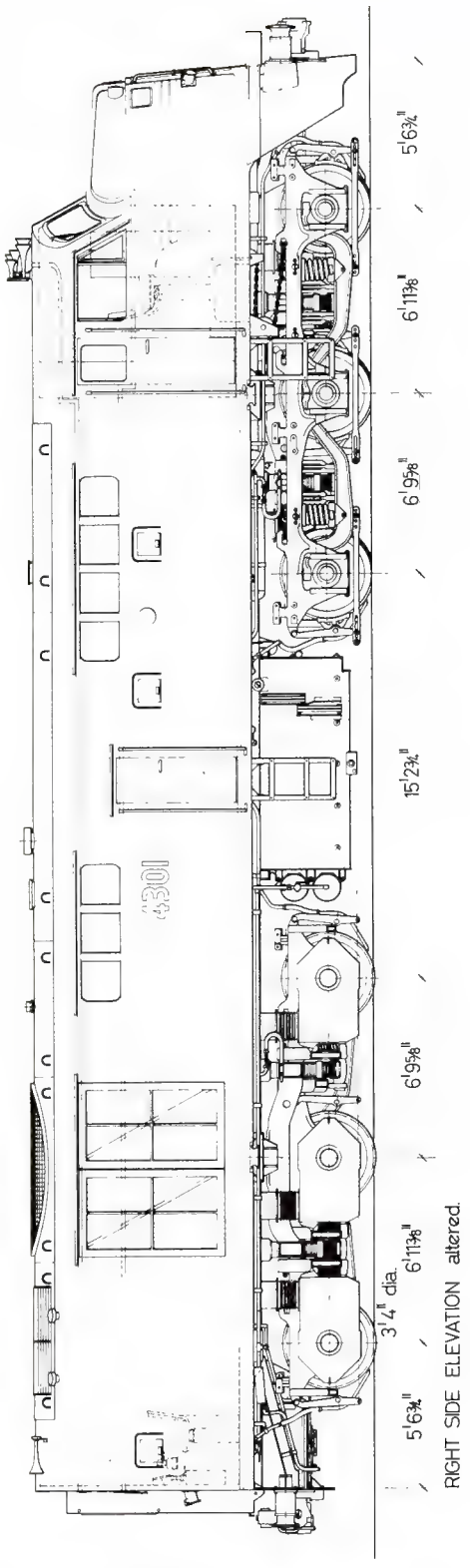
A parking brake was fitted to the rear bogie, and the original simple speedometer was replaced with the Hasler recording type on all but 4301 and 4304.

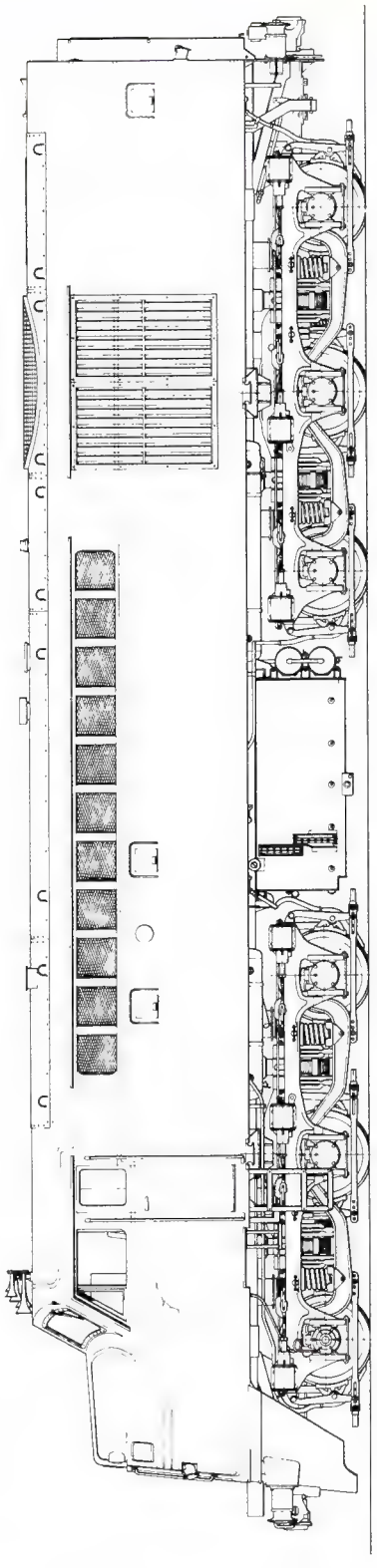
The colour scheme was always indian red relieved by chrome yellow panels and bordered with signal red lining. The running numbers were not originally painted on the sides, and there was some variation in the size and position of the rear number(s) and striping after repaints, although the elaborate red lining seems to have been retained to the end.

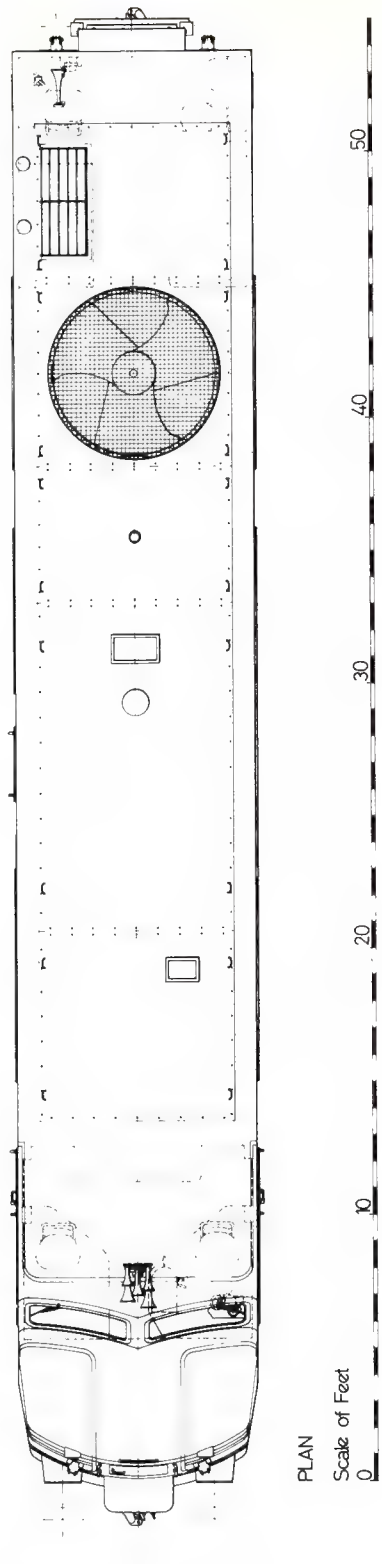
4302 brings a freight into Wingham, February 1974.

4302 again, this time at Kiama in November 1973.

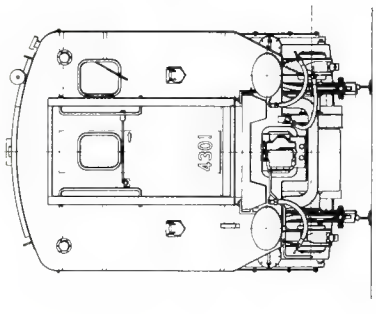
Two views of freshly-painted 4304 on 18th February 1971: *left*, passing through Redfern; *right*, at Eveleigh carriage sheds.

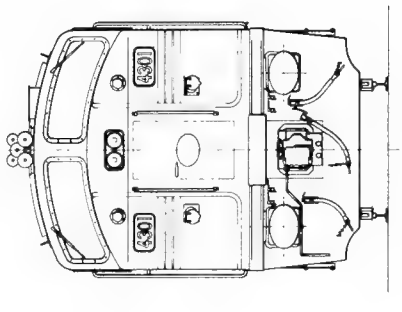






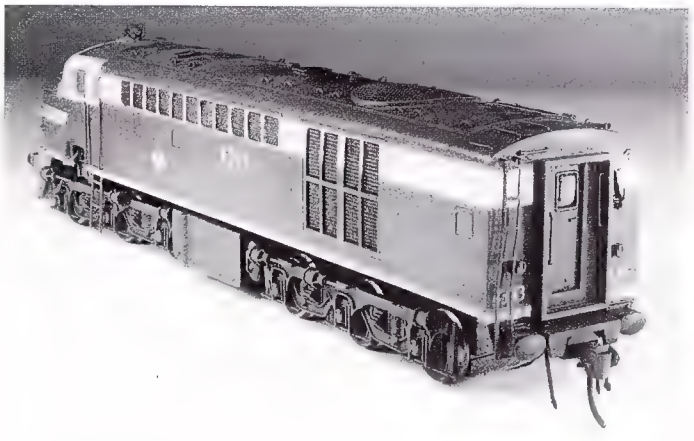
Data Sheet® drawing by Greg Edwards, reproduced to HO scale.





Specifications

Tractive effort @ 30% adhesion	71,000lbs
Tractive effort @ 20% adhesion	47,000lbs
Continuous tractive effort	42,900lbs at 11mph
Maximum load on 1 in 40	550 tons at 11mph
Maximum speed	71mph
Engine model	Alco 244 V12
Engine RPM idle and maximum	350/1000
HP of engine/available for traction	1750/1600
Traction motors	GE 761
Total weight	105 tons 10cwt
Axle load	17 tons 11cwt
Length (over headstocks)	53' 10¼"
Height (maximum)	13' 9 3/16"
Width	9'7"
Fuel capacity	1165 gallons



The model

Like many NSW types, the 43 class has been previously produced as a limited edition brass model, but Lloyds Model Railways have recently released a kit which should make the units available to many more enthusiasts.

The kit is supplied in a stout Postpak box, and comes with a set of instructions which are supported by a number of 'exploded' drawings and detail sketches to clarify particular points; it is pleasing to find all drill sizes specified.

The model is based on a one-piece body moulded in the so-called 'milky bar' resin. This features excellent surface detail, and comparison with the drawings shows it to be satisfyingly accurate. Some of the additional small details such as front and rear horns, brake hoses, m.u. sockets, windscreen wipers, etc., are supplied as fine lost wax brass castings, whilst bulkier parts such as the buffers and fuel tank are in whitemetal. A full set of flush glazing is provided (notwithstanding that the small triangular front cabside windows are *very* fiddly to fit!), and there is plenty of brass wire in two sizes for handrails, grab irons, and piping, etc.

All mounting locations are clearly pipped, to be drilled out by the modeller; care is needed as the body shell is rather thick in places. This is, however, a boon when it comes to providing locating holes for the couplers: as usual, the builder must provide his own, and Kadees are recommended.

The kit is designed to represent the loco in later condition, with rear ladder and nose grabs, mesh radiator grilles, replaced staff exchanger, etc. As always, reference to photos is essential for recreating a particular unit at a particular period. The kit is well specified, and in general little needs to be added. Some of the items that might be considered include the lamp brackets, the coupler lift bars, and the m.u. hoses (on the front at least where they are quite visible). The two lower grab irons moulded on the front pilot can be replaced with wire to match the rest of the 'ladder', and the speedo drive and cable can be fitted to the front left axle; our sample uses a commercial part from Kristall Castings.

As supplied, there are no operating arms on the brake cylinders: these should be rods with a clevis holding a flat bar. Grandt Line do suitable parts, ref. 5184, if you can get them, otherwise brass wire and strip will suffice. Either way, care must be taken not to restrict the front bogie rotation by fouling the cab steps; this, and the fragility of the assembly, are no doubt the sound practical reasons why these small details have been omitted. Similarly, there are no underbody frame components which might impede access to or operation of the model's mechanism.

Little needs to be said about the mechanism, which is the proven K&M design, fabricated from brass, featuring a quality Mashima can motor driving all axles via universally jointed shafts and gear reduction on each bogie. Wheels are to RP25 profile, and current is collected from one side of each bogie. Running is excellent, and there is ample space inside the shell for more weight if considered necessary for extra adhesion.

In summary, a fine kit which can be built up into a commendable representation of the chosen prototype.

For: HO.

Available from: Lloyd's Model Railways, PO Box 57, Latham, ACT 2615, Australia.

Price: Complete kit — A$195.00; body only — A$85.00.

4303 heads the *North Coast Daylight* through Dora Creek in February 1971.

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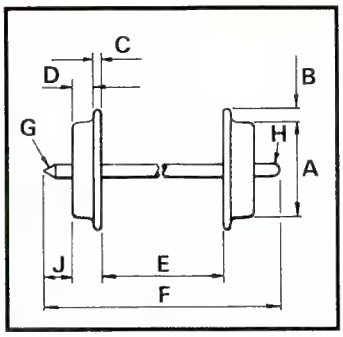
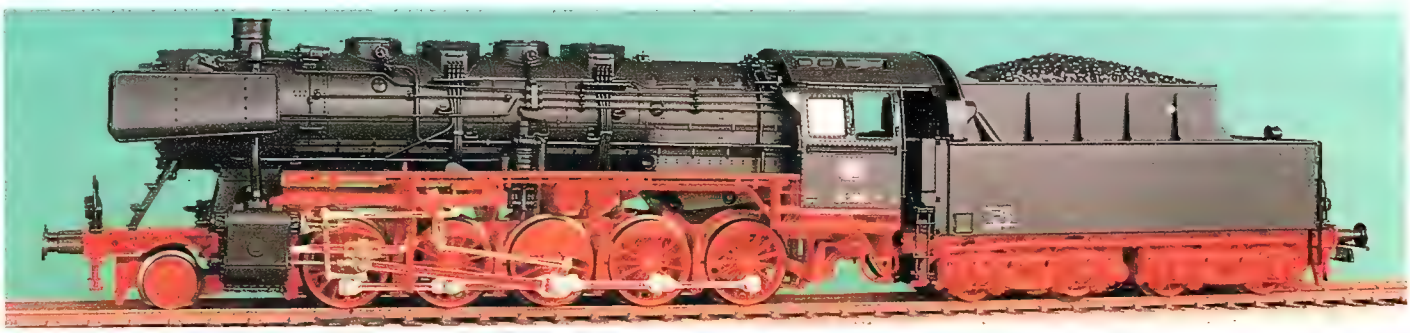


New from Roco: DB BR50 in HO



In 1934 the DRG began to consider the provision of a standard locomotive that was light enough to replace obsolete *länderbahn* designs on branch lines, with an axle load limit of just 15 tonnes, yet sufficiently powerful to handle heavy main line freight traffic. The result was the BR50, introduced in 1939, which proved its worth during the Second World War, travelling all over occupied Europe, and being especially useful on lightly laid lines in the east. The design was also the basis for the BR52 *Kriegslok*, intended to save weight, materials and construction time, and indeed many parts were interchangeable. Eventually over three thousand 50's had been built.

Over two thousand of the survivors passed to the DB after the war, and the new Roco model depicts one of these, a four-dome machine in Epoch III condition with pre-computer number. It has disc pony wheels, and small Witte smoke deflectors.

With respect to both the appearance and the operation, Roco have excelled themselves with this model. To retain the characteristic open-framed look and 'daylight' under the boiler, the flywheel-fitted motor is mounted in the tender and drives through onto the loco's coupled wheels via a universally jointed shaft and a gearbox in the firebox. Thus all is concealed, the drive shaft being hidden by the cab doors and the semi-permanent close coupling of loco and tender. However, the motor also drives the rear pair of tender axles, which are fitted with traction tyres; with the substantial weight in the tender, this produces excellent haulage power, easily emulating the real thing. Sufficient axle sideplay is allowed in both tender (which is actually rigid framed in model form) and loco, which has all drivers flanged, to permit trouble-free operation round even second radius curves. All wheels (including the pony truck) are wired for pickup, ensuring that the loco will not stall.

The model boasts working lights on both loco and tender, and the smokebox is equipped with a socket ready to accept a smoke generator.

The fine detail invites close inspection: the motion is superb, and the delicate pipework on the boiler is also notable, moulded in a springy plastic to withstand handling. A pack of additional parts is provided for the purchaser to install, including a choice of dummy scale couplers and brake hoses (for use with or without working couplings), piston rod tail covers, front pilot steps, cab handrails, driver, and front and rear number plates (with some blanks for customising). The instruction leaflet gives guidance, and this work should not prove arduous: indeed, it confers the satisfaction of having contributed to the final appearance.

The front coupling pocket is fitted to the pony truck pivot, and can be omitted by those who do not intend to run their loco tender-first. Both standard and Roco close-couplings are provided.

To sum up, the Roco BR50 is indeed an impressive model.

For: HO.
Available from: Victor's, 166 Pentonville Road, Islington, London N1 9JL.
Price: £162.18.
Wheel data: A — 12.4mm, B — 1mm, C — 0.7mm, D — 2mm, E — 14.25mm.

Bernina express coach

New from Bemo is a model of the modern shorter length 2nd class bogie coaches which the RhB use on the sharply curved Bernina line.

In a novel method of production, the shell is moulded in several parts to aid finishing in appropriate colours: the underframe and roof naturally so, but the sides are also made in separate upper and lower sections, though you cannot see the proverbial join. The coach is in the latest red and dark grey livery, which has been beautifully executed with well-defined lining and clear insignia. Every marking is present and even the lifting points are highlighted in yellow.

The bogie frames are also very well detailed, with some particularly fine moulding on the suspension. They are fitted with metal wheels, and there are pickups in place ready for the installation of interior lighting.

The coach has interior fittings, and the flush glazing has handles moulded within. One window each side is partly open, with the top edge of the frame picked out in silver.

Features such as the tread on the door steps and the fine corridor connections are typical of the detailing, and many extra parts are supplied for the modeller to install: metal handrails and moulded plastic brake hoses, m.u. connectors and cables, and tail lamps, plus roof-mounted ventilators and cable protectors.

Even by the high standards now regularly achieved by Bemo, this is an exceptional model.

For: HOm.
Available from: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ.
Price: £38.00.
Wheel data: A — 8.5mm, B — 0.8mm, C — 0.6mm, D — 1.6mm, E — 10.4mm, F — 18.5mm, J — 1.85mm.

Airport express, Italian style

Lima have introduced a new set in HO representing the Italian version of the dedicated airport services now becoming common all over Europe, and beyond. These prototypes are in service between Florence-Rome and Naples-Rome, each single-car power unit or trailer bearing the familiar Alitalia symbol and the words 'Airport Train by FS'.

The Lima set comprises two cars: a power car and a trailer, the minimum combination for these services. Both are very finely finished, with the aforementioned symbols and branding neatly applied on the white bodywork. The customarily large bag of detail parts for the modeller to add includes such items as end doors, coupler covers, electrical details for the roof of the power car, corridor connections, parts to continue the side valances across the bogie swing area should curves permit or display be contemplated, and much more. Full exploded diagrams guide the modeller as to placement.

Power for the set is provided by the Lima tried and tested five-pole motor, centrally mounted in the power car and driving both bogies via cardans and gear towers. Twin flywheels aid performance, which is smooth and quiet. Tipping the scales at 1¼lbs, there is no need for traction tyres, and there would seem ample reserves of power for longer sets.

A loop and pin connects the two cars together, and if longer sets are desired the modeller will have to devise a connection at the outer ends, these being the preserve of the detail parts noted above.

Full marks are due to Lima for not only keeping up with developments on their native railway system, but for recreating them so well in miniature.

For: HO.
Samples supplied by: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ.
Price: £92.80.
Wheel data: A — 14.3mm, B — 1.2mm, C — 0.5mm, D — 2.8mm, E — 14.3mm.

Nm gem from Thonfeld

Modellbahnbau Thonfeld are a specialist manufacturer of quality brass models for standard and metre gauge locos and stock in N scale, covering German and Swiss railway and tramway prototypes. Most items are supplied complete, painted, fitted with Micro Kadee couplers, and ready-to-run, though some can be obtained in kit form.

We illustrate an item of Swiss metre gauge stock in Nm, that is, designed to run on 6.5mm (Z) gauge track. The HGe4/4^{II}, seen here in Furka Oberalp livery, is also offered in Brig Visp Zermatt and SBB guises. It is built around a Märklin mechanism.

Full details of the current range from Thonfeld are given in the illustrated catalogue with price list, available from Great Little Trains. (Note: the prices quoted above were correct at the time of writing, but may be affected by exchange rate variations.)

For: Nm.
Available from: Great Little Trains, 69 Randall Road, Kenilworth, Warwickshire CV8 1JX.
Price: £257.40.

Dutch shunter in HO

If small is beautiful, the NS class 200/300 shunters, nicknamed Siks (goats), must be amongst the world's most attractive locos. With diesel engines and electric transmission, eighty were ordered in 1934, the intention being in that age of steam to use them for shunting and local goods trip working. Built by Werkspoor and the NS shops at Zwolle, they proved most successful, and construction continued until 1951, by which date 169 had been delivered. They were used all over the country and must be considered an essential feature of any Dutch layout.

Roco previously included the Sik in their range, but it has been unavailable for some time. This new release incorporates a number of significant improvements and detail modifications, now appearing in the modern grey & yellow livery which progressively replaced the original green between 1972 and 1983.

The model is quite heavy for its small size (just 70mm over headstocks); there are no traction tyres to impair pickup, yet haulage capacity is not unlike its prototype. The new flywheel-fitted motor ensures smooth operation, and the loco will crawl realistically, an important consideration for satisfactory shunting. The wheels are blackened, and brake shoes can even be discerned behind the substantial framework.

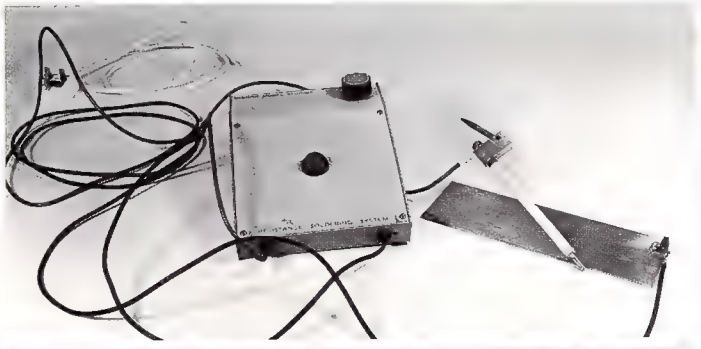
The body and frames are cast as one piece in metal, with commendable relief detail. The overhanging cab roof is plastic, appropriately coloured, as are additional fine details like the external driving controls and the modern sealed beam lights on brackets with which the model is now equipped, though at that small size it is understandable that they and the translucent roof beacon do not actually work!

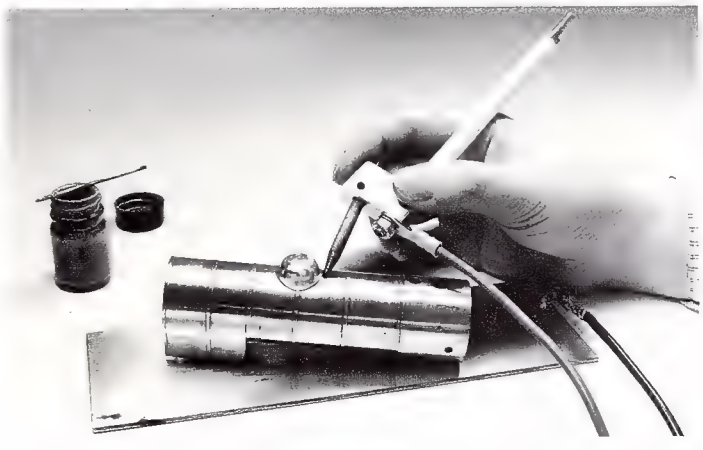
Brake hoses, dummy scale couplers and footplate-mounted lanterns are part of a standard set of accessories supplied for the modeller to fit. To complete the detailing, the model now sports buffer heads of the correct pattern. Standard couplers are fitted, in flexibly mounted NEM pockets; the Roco close coupling design are supplied as alternatives.

The finish on our sample was good, with dense colours, and just some minor overspray around the awkward shapes where the cab front meets the engine housing. Markings (including the 'G' and '65' which were the subject of recent correspondence in CM!) are clearly reproduced.

For: HO.
Available from: Victor's, 166 Pentonville Road, Islington, London N1 9JL.
Price: £59.80.
Wheel data: A — 12.4mm, B — 1mm, C — 0.7mm, D — 2mm, E — 14.25mm.

Resistance soldering system





The principle of resistance soldering is that when an electric current is passed through a metal object, the point of contact gets hot, very hot, very quickly — hot enough, in fact, to melt solder. Using this phenomenon, a properly designed resistance soldering system offers a number of advantages over a conventional iron, not least of which is the fact that it delivers heat very accurately. Furthermore, the tips can be sharpened or shaped for particular purposes. The tips also seem to last very well, and replacements are not expensive anyway.

Additionally, there is no risk of burning yourself or damaging the model or the work area with a continuously hot tip. Such a system also saves energy (and therefore expense), as power is only consumed while work is being done. And since the main unit is on the floor, the workbench is kept clear, and because it is operated by a footswitch, the hands remain free to manipulate the workpiece.

Developed by professional modelmaker Andrew Rice, the new system from Mignon Model Studios comes complete, from mains plug to carbon probe. It is ready to use and simple to operate, and is supplied with a thorough and clear manual. It is understood to meet all electrical safety requirements, being double insulated, with a thermal cutout and full overload protection.

The unit features low, medium or high power selection, and copes with work usually accomplished by 15-75 watt conventional irons. It works best with solder paint and a suitable flux.

The copper-clad baseplate on which the workpiece rests removes the need to attach the return connection directly to the model, a useful consideration with small subjects.

The manufacturer claims that the system is ideal for quick, clean soldering of brass, nickel silver, and tinplate. Applications include sweating together laminated assemblies in brass kits, and it is particularly good for building up motion parts (but watch excessive power with fine rods!). It is also good for spot soldering valve gear, etc, and delivering sufficient heat to attach chunky brass cast details to boilers without detaching other previously fixed parts. With care, it can be used to solder whitemetal components to brass or nickel silver, though it should be noted that this technique is for the more experienced user, and the system is not suitable for soldering whitemetal to whitemetal.

Due to power limitations, the system is not intended for silver soldering. Some O gauge modellers have also commented that a higher output would be appreciated for some work, and an uprated version aimed more at the model engineering fraternity is now available, with added earth protection. Contact Mignon if you are interested.

Although it will not completely replace a conventional iron, this resistance soldering system is certainly worth serious consideration if you are doing a lot of work, and predominantly with brass or nickel silver models.

Manufactured by: Mignon Model Studios, 30 Lilliesfield Avenue, Barnwood, Gloucester GL3 3AQ.
Price: £99.00 + £4.50 p&p.

Praliné coach in HO

This special edition of the Mercedes D3500 postbus is finished in the attractive two-tone blue and white livery of the Krugmann Travel Centres, with offices — as we can read from the clearly printed logo on the rear of the vehicle — in several German cities. The model has 'rubber' wheels which will rotate, and the luggage rack, radiator, and wheel centres are brightly chromed. A similarly treated sprue carries delicate wing mirrors and corner markers for the modeller to add. The partly open sunroof reveals a detailed interior.

For: HO.
Distributed by: Bachmann Industries Europe Ltd., Moat Way, Barwell, Leicestershire LE9 8EY.
Price: £6.70.

Robart paint shaker

It is always disappointing to see a well-made model spoiled by a less than ideal paint job, and imperfectly mixed paint can be one of the main contributory factors to a poor result. From America comes a novel device that should help to solve this problem, the Robart paint shaker.

The unit, on a base approximately 140mm square, has a small cradle onto which the paint container is strapped; it should be capable of holding most commonly available hobby paint jars or tins, up to around 50mm in diameter. This cradle is vibrated at 5000 cycles per second, and most paints only need a short burst of this vigorous agitation for a mixing of the pigment and carrier far more thorough than could be achieved by hand. Of course, it is essential to ensure that the lid is firmly attached beforehand!

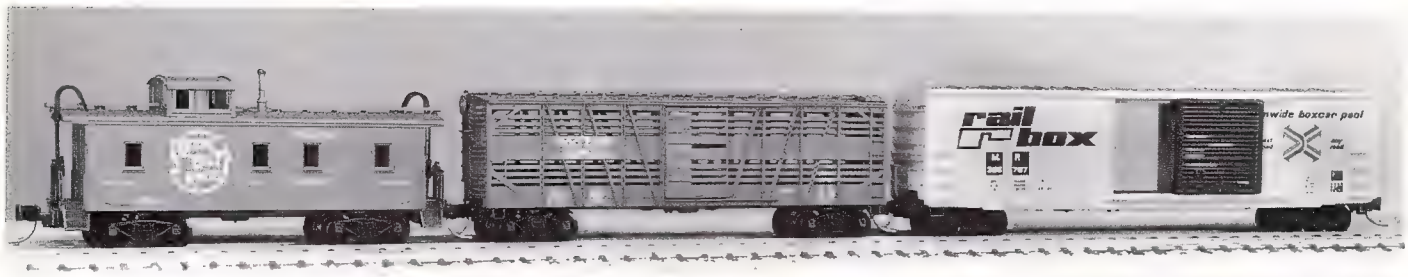
The paint shaker is powered by four D size batteries (not included in the purchase price), and the metal base and the weight of the batteries help to keep it steady when used. Care should be taken when installing the batteries to ensure that they cannot become dislodged and thus fail to make proper contact: access to the battery compartment is by four screws, and there can be agitation of a different kind if the batteries have to be readjusted when there is no response after the 'on' button is pressed!

The makers claim that shaking the whole tin or jar is a more efficient way of mixing the paint, and so cuts down on wastage, quite apart from eliminating the need to clean the stirring tool.

This is the sort of device that our American counterparts adopt as readily as air brushes and miniature power tools: the paint shaker might well become accepted in the same way, and British modellers should not imagine that it is simply a gimmick. For those who do a lot of model painting, it could be a useful aid and a worthwhile investment.

Available from: Acme Model Co., PO Box 69, Hampton, Middlesex TW12 3NA.
Price: £14.95 inc. p&p.

New releases in N scale from Micro-Trains



We illustrate some of the latest items to emerge from the Micro-Trains stable. With all their products Micro-Trains have set enviable standards of quality: these are fully up to the measure.

Our main photo shows firstly the 34′ caboose with wood sides and straight-sided cupola. It is beautifully finished in the St Louis-Southwestern's boxcar red with the famed 'Cotton Belt' logo in white. The complex herald follows the vertical planking admirably, and the fine lettering is legible and equally well applied. The underframe is well detailed, and the trucks excellent too. One wheelset features a spring ingeniously designed to arrest the axle revolutions just slightly, so as to take up the slack in a long train.

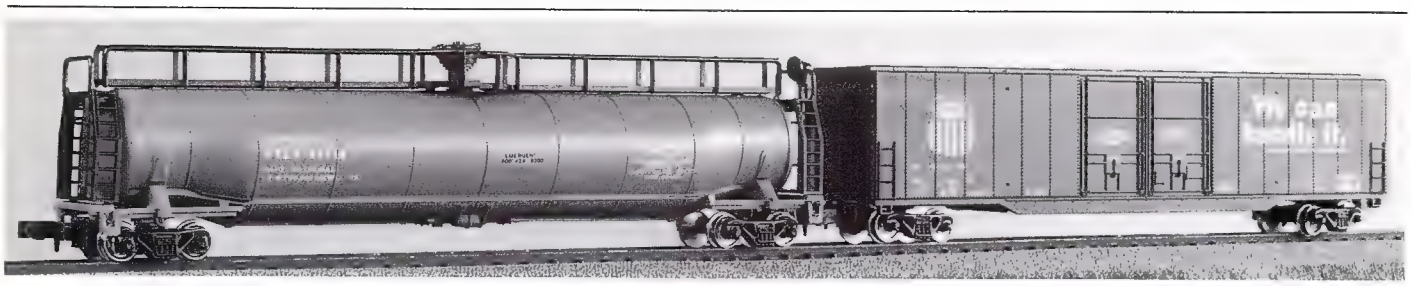
Second is the 40′ despatch stockcar which, like its CB&Q sister reviewed recently, is in boxcar red though under Soo Line ownership. It too has been very well finished.

Thirdly, for modern era enthusiasts, there is the ex-Railbox 50′ car with MoPac markings. As can be seen the doors (as with most Micro-Trains cars) open: finish lettering, and so on are superb.

Additionally, the 89′ trailer flat is now available undecorated, for those wishing to add their own scheme or commercially available decals. The car is moulded in boxcar red, thus proving a boon to those modelling the early Trailer Train livery! Trailer hitches are provided, both flat and upright, and the car is a delight. Upon it is the 48′ semi-trailer, now available in the Rock Island 'Rock' style of the 1970s: though the CRI&P has joined the list of 'fallen flags' the trailers could well still be carrying these colours of white with blue lettering and black herald with blue 'rock'. The wheeled sub-frame can be repositioned under the body as per prototype, and alternative landing gear is provided: 'down' for standing alone and 'up' — as here — when on trailer flats or moving on the road.

Manufactured by: Micro-Trains Line, 720 South Grape Street, Medford, Oregon 97501-3698, USA.

Prices: Caboose $12.25, Stock car $9.00, MP Railbox car — singly $13.20, three-pack with different numbers $39.60, undecorated trailer flat $14.65, 48′ trailer $10.05.



Modern American freight stock in N

Two of the Con-Cor range of 60-foot freight cars are illustrated here. They would be ideal for any layout set in a timespan from the mid-60s to the present day. The tank car is one of the frameless types, a design employing the strength of the vessel to best effect by making it carry the trucks and undergear without the added weight of conventional solebars. It is neatly finished in the Union Tank Company's blue with white lettering, the latter quite fine indeed: all the safety instructions etc are legible, and should the model be derailed on the layout there is an emergency number present and correct.

The boxcar is a double plug-door vehicle most commonly used for autoparts traffic. The wide access area (ideal for forklifts) and cushioned underframe protecting the shipment makes them popular with the railroads. The model should prove equally so: our sample was finished in the UP's boxcar red scheme with 'we can handle it' slogan. As with the tank car the small lettering etc was well produced and legible.

Both cars run freely and without wobble on metal wheelsets in nicely detailed plastic trucks. Standard N couplers are truck-mounted, but substitution of Kadee buckeyes should not be a problem if desired.

For: N.

Available from: Victors, 166 Pentonville Road, Islington, London N1 9JL.

Price: £6.74 each.

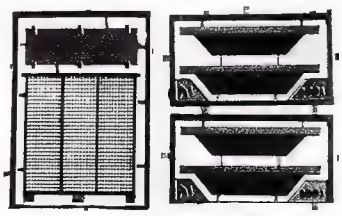
Wheel data: tank car — A. 5.2mm; B. 0.5mm; C. 0.5mm; D. 1.3mm; E. 7.4mm; F. 14.2mm; boxcar — A. 5.2mm; B. 0.4mm; C. 0.5mm; D. 1.2mm; E. 7.5mm; F. 14.2mm.

HO scale detailing parts

A1 Models, already well-known for their extensive range of detailing parts for the British modern image modeller, have been quietly building up an equal reputation for American accessories.

Typical of the fine quality of their etched components, the radiator grilles and roof panels shown here should enhance any model of the General Electric Dash 8-40C; they are supplied in packs of six (£2.50).

Many US railroads have either specified from new or subsequently fitted projecting sun visors to the cab side windows on modern diesel locos. The etched brass versions offered by Custom Power (at £1.20 for a pack of eight) are realistically thin but should prove rather more robust than making these potentially vulnerable details in plastic.



Also available are some exquisite firecracker-style radio antennas in turned brass, sold in packs of four (£1.20).

Finally, for adorning the track itself rather than the stock that runs upon it, there is pack of four wheel stops (£1.20) cleanly cast in whitemetal.

These are just a few examples from the many accessories by Custom Power which US outline modellers might find useful.

For: HO.

Samples supplied by: M. G. Sharp Models, 712 Attercliffe Road, Sheffield S9 3RP.

Prices: in text.

Roco DB coaches for Epoch V in HO

The latest liveries to be applied to the range of DB coaches from Roco are illustrated here: the passenger vehicles wear the smart IC scheme for principal express services, the full-brake the dignified two-tone grey.

All three vehicles are to correct length, to give maximum visual impact, as well as being a scale model in all respects. Whilst there is no reason why they should not appear on small layouts (they will traverse first radius curves with ease), long straights and gentle curves suit them best, visually at least.

All three — including the full-brake — feature interiors, with the passenger sections moulded in appropriate colours. The brake second ($BDms^{273}$) is a corridor vehicle; the other ($Bpmz^{291.2}$) an open second.

Detail parts supplied for each coach, to be fitted by the purchaser, include handrails (to be placed in pre-drilled holes), ETH pipes, brake cylinders, etc. The Roco design of close coupler is fitted, though NEM hook-and-loops are included for replacement if desired.

Small detail work is one of the strong points of this manufacturer, and these three coaches ably uphold the tradition. The RIV/UIC coding, classification numbers, depot allocations, wheelbase and other data are all legible, even if a glass is necessary for some. The same can be said for the destination boards supplied with the revenue vehicles: as an interesting sign of the times, one reads 'IC154 — Johann Sebastian Bach — Leipzig, Erfurt, Gerslungen, Bebra, Frankfurt am Main'.

Free-running Code 75-compatible wheelsets carry the coaches along in beautifully detailed bogies and there is a most satisfying sound produced over rail joints. In fact, from tip to toe these are super models: a must for the modern Euro-modeller.

For: HO.

Available from: Victors, 166 Pentonville Road, Islington, London N1 9JL.

Prices: open second — £30.49; brake second — £30.49; full-brake — £26.33.

New LGB track cleaning loco

Garden Railway Specialists are pleased to announce the arrival of the long-awaited track cleaning loco from LGB. It is based upon a four-wheeled diesel, with one bonnet extended and articulated on a swivel mounting to house a separate motor which drives the cleaning wheels on the third axle. When the loco is used in cleaning mode these wheels rotate in the direction of travel but at a much higher speed, cleaning by friction. A control on the cab roof allows the differential to be varied, so either a light or a heavy clean can be achieved. The tyres are, of course, replaceable. When cleaning, flashing warning lights are activated, and if the unit is reversed, it performs as a normal loco without the cleaner. A three-position switch selects between cleaning and normal bi-directional loco operation, or isolates the unit. The model is finished to the high standard customary of LGB, and features working head and tail lights. It should prove a highly efficient way of eliminating the necesssary chore of cleaning electrically powered lines.

Garden Railway Specialists advise prospective purchasers to check before ordering as the price is subject to exchange rate fluctuations.

For: G.

Available from: Garden Railway Specialists, Station Studio, Summerleys Parade, Princes Risborough, Buckinghamshire HP17 9DT.

Price: £395.00.

Susie-Q's in town!

Illustrated is the latest colourful paint scheme to adorn the Micro-Trains 40' boxcar in N scale. By way of an explanation, 'Susie-Q' was the longstanding nickname of the New York, Susquehanna & Western (a northeastern short line). The car modelled here was one of a series of 24 featuring 'Susie' in her railroad outfit, signalling freight with the regulation lantern, though we are unsure whether the AAR went as far as to pronounce on the height of the hemline!

As with previous Micro-Trains products seen in these pages, the quality of the workmanship is most impressive. The doors slide, the footsteps are exquisitely moulded in engineering plastic, and the roof-walk is appreciably thin. The paint finish is second to none. A four-colour 'Susie' is shown one side of the doors, and the reporting marks and road name faultlessly occupy the other. All the small lettering (including that on the ends) is legible, as we expect from this manufacturer.

The free-rolling plastic wheelsets in correct pattern friction-bearing trucks carry the exemplary Micro-Trains magnetic coupler, a device which — as most US modellers will acknowledge — makes reliable switching a pleasure.

In short, this is an excellent new addition to a very fine range indeed.

For: N scale.

Manufactured by: Micro-Trains Line, 720 South Grape St., Medford, Oregon 97501-3698, USA.

Price: $12.50.

Alsace Corail in HO from Lima

The latest guise adopted by the Lima open first SNCF Corail reflects the fact that prototype passenger services sponsored by regional governments are not limited to multiple-unit stock but extend to loco-hauled vehicles as well. Our particular sample respresents one such Corail in Région Alsace markings.

As with all Lima Corails a neatly finished interior, moulded in an appropriate coloured plastic, can be glimpsed through the properly tinted windows. Flush glazing is fitted, and the vehicle modelled is one of the modern type with plug doors. It is in the details that the differences are noted: attractive and excellently applied on our sample are the cantrail stripes supplementing the obligatory yellow line; equally well produced are the regional brandings and the blue star, shaped to suggest France with its easternmost arm — Alsace — highlighted in gold. Naturally, the numbering, data, UIC codes etc are all present, correct and legible.

Well-moulded bogies and free-running wheelsets comprise the 'business' side of the coach; NEM couplers in swivelling pockets are fitted, but are easily removable should the modeller desire to substitute another make.

This is an excellent item for the SNCF-oriented *amateur*, and excellent value.

For: HO.

Available from: Winco, 149 Alresford Road, Winchester, Hampshire SO23 8JZ.

Price: £16.55.

Narrow gauge, large scale

Diminutive Designs are an established firm of commercial model makers who have only recently turned their attention to railways. Typical of their products (if not wholly appropriate to their name!) are the substantial custom-built 1/24th scale items illustrated here. They run on O gauge track, representing 2'6" gauge prototypes.

The charming gas electric railcar is based on a machine built by the Edwards Railway Motor Car Co. in 1926 for an American shortline and lumber company. The model is about 15" long, and has the body and roof made of various wood sections, whilst the fittings and details are of brass or nickel silver. The interior is complete, with seats, panelled doors, window blinds, driver's controls, etc. The model features a working headlight and interior illumination, powered from an on-board rechargeable battery: this means the lighting is constant whether the unit is stationary or mobile at any speed. Track powered versions even boast a stove that smokes and has a flickering flame effect. Control switches for the accessories are cleverly incorporated in the base of the smoke stacks.

The unit is offered either for two-rail operation or battery driven with radio control for use on outdoor layouts that may not have track power. The proprietary diesel mechanism concealed within drives all wheels, and runs well.

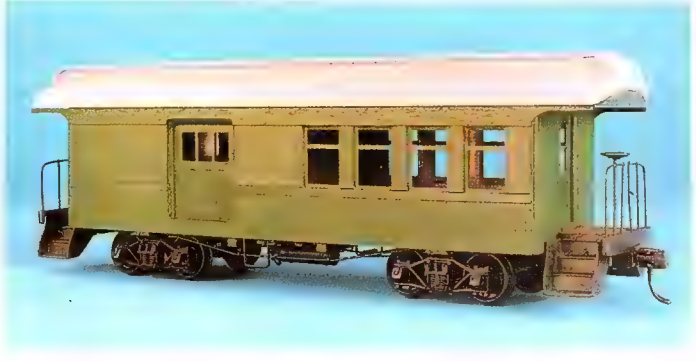
The model can be delivered in primer or in the purchaser's choice of livery, and in any condition from ex-works through light weathering to heavy wear and tear. Each vehicle is hand made to order, and prices start around £450.00.

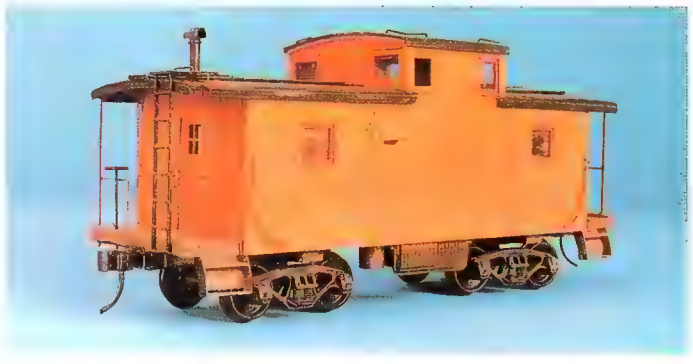
Diminutive Designs are also developing a complementary range of rolling stock, exemplified by the combine and caboose shown here, which will feature similar levels of detail.

For: 1/24th scale, 32mm gauge.

Manufacturered by: Diminutive Designs, 77 High Street, Halesowen, West Midlands.

Prices: on application.





BOOKS

Walter Boyden observed 5069 outside Port Waratah shed in January 1969. Photo by courtesy of Frank Hornby.

Standards in Steam

The 50 Class

by R. G. Preston
Eveleigh Press.
P.O. Box 345, Matraville, New South Wales 2036, Australia.
A$ 39.95 plus p&p.
285mm × 220mm; 246pp; hardback.
ISBN 0 646 09135 2.

This substantial new volume concludes Ron Preston's trilogy on the locomotives designed for the New South Wales Government Railways by William Thow. The earlier books, on the 30 and 32 classes, confirmed the author's reputation, founded on a number of successful works, as one of Australia's leading railway historians, and this story of the T (later 50) class 2-8-0's is a worthy successor.

Shipped from Beyer Peacock in late 1895, the first members of the class were assembled at Eveleigh and entered traffic by mid-1896. They and their successors — some 280 in all, supplied by a variety of builders up to 1916 — were to give valuable service over a long lifetime: the final fourteen were not withdrawn until 1972.

The book's scope is thorough, from the requirements which led to the design, the construction, the early career, subsequent modifications, usage around the state on both goods and some local passenger traffic, employment as banking engines and even such minutiae as the alternative tenders. Appendices list the various engines with different features — useful for modellers wanting to get details correct for a particular number. The only omission that modellers wishing to locate an individual loco at a specific time might have desired seems to be the lack of listings of allocations either by depot or date, but this is perhaps understandable as such data (presuming it survives) for a class so numerous, long-lived, and widespread, would almost require a book to itself!

Written with the technical appreciation of the professional railwayman, the text is packed with detail throughout, but far from being boring to read the author has the gift of imparting the information in a very pleasant manner. It is a dangerous volume to dip into: trying to check one reference inevitably leads to prolonged perusal as the story draws you in!

Despite the introduction's protestation that the work is not intended to preclude other contributions to the account, this comprehensive survey is likely to become the standard work on the class as a whole. It should certainly provide modellers with what they need to know about the locos, and a wealth of illustrations to assist with detailing. The photographs, all in black & white except the covers, are drawn from a number of sources, official and enthusiast, as a result of extensive research. They are well reproduced throughout, and range from works photos when new right through to final duties and scrapping. The book also includes a fold-out page with the excellent Data Sheet scale drawings by Greg Edwards showing the class in both original and final forms.

In short, highly recommended. (A soft cover edition is also available, at A$32.95.)

Rail Scene Victoria

Volume 3
Edited by John Sargent
Train Hobby Publications,
P.O. Box 134, Wantirna South, 3152, Victoria, Australia.
A$35.00. 215mm × 295mm; 96pp; softback.
ISBN 0 646 10703 8.

We are delighted to note the publication of this third pictorial album of steam on the broad gauge in the Australian state of Victoria, which presents more of the work of H. G. Forsythe. As a teenager in Melbourne in the 1930's his interests in railways and photography combined to create a unique record of the Victorian Railways at that time. Coverage here widens from Spencer Street and Flinders Street stations out into suburban Melbourne and further to some of the country areas of the state. Among the most striking features of this further collection are a series of impressive run-by sequences, all the more remarkable when the speed of the train is taken into account and it is remembered that the young photographer had only a manual advance without even the benefit of a convenient wind-on lever!

The pictures are all black & white, of course, and are well reproduced. There are mostly one to a page, and the large format allows detail to be examined. The captions are concise but suitably informative, and overall the style of presentation and the quality of production match the previous work.

Historians and modellers of the VR in this period will find this as valuable a source as the earlier volume.

New Zealand Locomotives and Railcars 1992

Compiled by Geoffrey Churchman.
IPL Books, P.O. Box 10-215, The Terrace, Wellington, New Zealand.
NZ$24.95. 150mm × 105mm; 272pp; softback.
ISBN 0-908876-75-0.

This new work is a completely revised and updated edition of the popular reference book first published in 1988. The intervening years have seen substantial changes in the New Zealand railway scene and the book has many new entries and fresh photos. It provides extensive coverage not only of the main NZ Rail system but also locos owned by private industrial users and preservation groups, and in museums. Non-operational ex-NZR locos are also listed.

Some 150 locomotives and railcars are described, illustrated with over 200 photos, including 18 in colour. The pictures are well reproduced, on quality paper. the book is presented in an easy-to-read tabular style which gives principal dimensions, origin, quantity built and those still in service, running numbers, etc., enabling straightforward identification of any loco observed. It is thus a useful guide for those interested in the railways of New Zealand, and its convenient size allows it to be carried easily in the pocket when out spotting!

NZR 30 class electrics head a heavy freight. Photo: IPL.

This potentially useful pocket-book can be obtained in the UK from Motor Books.

The Gilpin Gold Tram

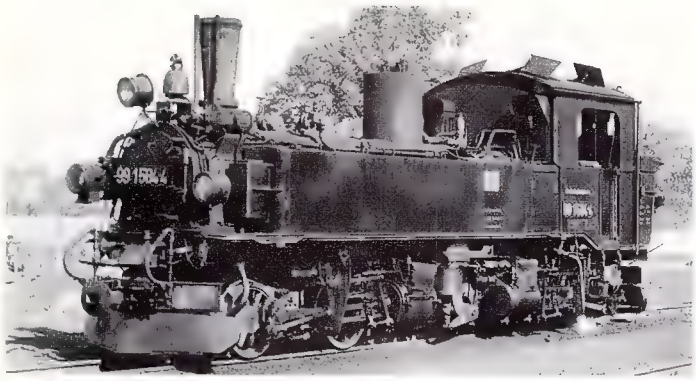
by Mallory Hope Ferrell
Heimburger House Publishing Co.
Available from Camden Miniature Steam Services, Freepost (BA1502), 13 High Street, Rode, Bath, Somerset BA3 6UB.
£19.95 plus p&p.
285 × 220mm; 120pp; hardback. ISBN 0-911581-21-1.

The state of Colorado is noted for its profusion of narrow gauge routes, but amongst them the Gilpin was the only 2′ gauge line, carrying ore from the mines above Central City to the smelters at Black Hawk. The 26 miles of twisting track and switchbacks were worked exclusively by diminutive Shays hauling distinctive bogie hopper wagons. As if to emphasise its remoteness, the connection with the outside world was via not a standard gauge main line but a branch of the 3′ gauge Colorado & Southern, and the mixed gauge interchange is covered in the book. Like many accessories of the boom and bust mining industry, the Gilpin enjoyed but a brief existence: opened in 1887, it was gone by 1917.

This book is a new printing of Mallory Hope Ferrell's classic work on the line, which has been unavailable for some time. It is no dry tome: the text is very readable, and solid background information has been skilfully mingled with anecdote to present both the history and the character of the operation. In the manner typical of many American railroad publications, some atmospheric line drawings and sketches add to the appeal.

More importantly, the author has also assembled a remarkable collection (considering the tramway's brief life and distant demise) of historic photographs showing all aspects of the line and the industry it served. All are clearly reproduced, mostly to a large format which enables detail to be closely inspected. A detailed map is included in a pocket within the rear cover. There are also excellent scale drawings of the later locomotives and representative items of rolling stock, so prospective modellers will not be disappointed.

Fans of the narrow gauges who missed the original edition (your reviewer unashamedly included) will welcome this opportunity to obtain the book.



Frank Hornby found 99.1584 working at Oschatz in October 1991.

Die sächsische IV K

by Gerhard Moll & Reiner Sheffler.
Eisenbahn Kurier Verlag, Postfach 5560, D-7800, Freiburg.
DM78.00. 300mm × 210mm; 336pp; hardback. German text.
ISBN 3-88255-725-7.

Articulated locos have a particular fascination for railway enthusiasts, especially on narrow gauge. No type can be more characteristic of the former East German 75cm lines than the Class IV K 0-4-4-0 tanks built to the Meyer principle by Hartmann of Chemnitz for the Saxon state railways, which were later classified 99.51-60 by the Reichsbahn. To mark the hundredth anniversary of the introduction of this design, EK have published what must be the definitive book on the subject.

With typical thoroughness, the book details the predecessors, origins and construction of the class, nearly 100 of which were delivered between 1892 and 1921, as six sub-groups with detail differences. Their disposition and usage is discussed and the book contains portraits of the locos in action on all the various lines of the once extensive narrow gauge networks (the majority of which are now closed) where they were used, including later postings outside Saxony.

The deliberations about replacement or modification, and the subsequent rebuilding of some 30 locos with new boilers in the early sixties, are fully chronicled. There is a summary of those locos currently in museums and preserved in working order as *traditionloks*, and a full listing of the class giving their disposal or present state completes the coverage.

The book features a wealth of illustrations, superbly reproduced on quality paper. There are works drawings of the various batches, and various technicalities, such as the Meyer articulation, the compounding arrangements, and the cable brake, are also illustrated in detail with drawings and photos. The bulk of the photographs are in black & white, which gives an oddly timeless quality to the images: it is surprising, for instance, to see wheelsets dismantled for maintenance in what looks like a vintage scene but which was in fact observed at Gorlitz as recently as 1990...

The covers are colour, and the volume is fittingly concluded with a fourteen-page colour section. The text is in German, but modellers wanting information for detailing will not find this a problem as there is more than enough pictorial material. The authors are to be congratulated on providing an excellent record of the class.

Modellbahn Triebfahrzeuge

Marktübersicht 1992/3
MIBA Verlag, Jakobstrasse 7, D-8500, Nürnberg 1, Germany.
DM9.95. 295mm × 210mm; 164pp; softback. German text.

After a brief introduction to the German model railway market and an explanation of the arrangement of the book and the terms used, the main body of the work is a list of the locomotives produced in model form by German manufacturers. It certainly seems to be comprehensive, with literally thousands of entries. Each gives the prototype's user and class (with predecessors where appropriate), wheel arrangement, build year, epoch, running number of the model(s), colour scheme, model manufacturer, scale, catalogue number, sundry notes, and (where applicable for collectors' items) an approximate value. The information occupies the full double page spread, and the charts are easy to use, with alternate columns on a tinted background, and rules under each item. The list is presented in two ways, firstly by epochs and then under each manufacturer by scale, to enable modellers to analyse what is available that will be suitable for their purposes.

The book concludes with a brief but helpful section giving contact addresses for the suppliers.

For modellers of the German scene, this is an indispensable reference to model locos that are or have been available. Rolling stock next, perhaps?(!)

This useful volume is available in the UK from Victors, for £4.95 (plus postage).

VIDEOS

The SBB Brünig Line

Part 1
MITV, 50 mins, £18.95, plus £1.00 p&p

Continuing the 'Iron Way-Granite Alp' series of programmes on the Swiss metre gauge, MITV have turned their attention to the SBB's only stretch of this gauge, the Brünig line from Interlaken to Luzern. They were able to obtain so much material that they have decided to issue the documentary in two parts, this first instalment covering the journey from Interlaken to Meiringen, with the continuation to Luzern to follow.

This new video follows their now familiar and successful style which places the railway firmly in its local context. The customary look around Interlaken includes a brief visit to the O scale model railway adjacent to the West station, and views of the joint BOB/BLS/SBB dual gauge Ost station. The history is told with black & white stills skilfully woven into the narrative, and as well as shots of the original steam locos there is some action footage of HG3/3 No. 1067 which has been preserved in working order. To provide a solid background to the trip, there is a useful review of the present electric motive power.

In addition to the scenic delights and the various particular attractions of the towns and villages through which the line passes, asides include coverage of the steamers on Lake Brienz, complete with old colour home movies; the way this is presented 'through the train window' is typical of the carefully crafted construction of the programme. There is also an extended look at the Brienz Rothorn rack railway, with archive stills and old film cleverly matched to modern views.

At Meiringen, the change of loco and reversal for the onward journey to Luzern are covered, and the delightful light railway on to Innertkirchen is not forgotten. And of course we cannot avoid the Reichenbach Falls and evidence of the area's connection with Sherlock Holmes!

SBB HGe4/4II at Meiringen during its journey along the Brünig line. Photo: Alan Pike.

As expected, the programme is of professional quality in all respects, with an informative commentary, maps to explain the locations, and a good variety of lineside and on-train viewpoints, including cab rides. Once again good use has been made of the helicopter to exploit fully the grandeur of the surroundings. The excellent technical quality of the picture is enhanced by exceptionally fine clear still weather, resulting in some of the most impressive scenic views we have yet seen on video.

The tape was produced by MITV, of 15 Trent Way, West End, Southampton, Hampshire SO3 3FW. Our thanks to them for the opportunity to review this programme.

The Pennsylvania Railroad 1952-69

Green Frog Productions, 60 mins, £21.95

This film from Emery Gulash presents a portrait of the 'standard railroad of the world' in the early diesel era. The Pennsy had a policy of purchasing from a number of manufacturers to evaluate the various products, so a considerable variety of first generation diesel motive power is depicted here, often running in impressive multiple lash-ups. The material was obtained in the East and Great Lakes areas; the commentary gives details of the locations and there are no less than three of Steam Powered Video's excellent maps inside the sleeve to make everything clear. Dates on screen preface each section, and the narration describes the services observed, often with information on the locos involved.

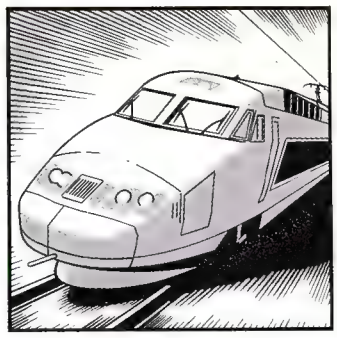
The name of Emery Gulash should be guarantee enough of top notch railroad photography, but with this collection the producers have excelled themselves. Whether this is through careful selection of the original material or some new technical wizardry in the editing and duplication, we cannot say, but the visual result is simply stunning: the pictures are easily comparable with the best of modern professional video.

Pennsy fans will love it, of course, and there is much to interest students of diesel development, but even if these are not your prime interests, this tape is worth a look to see just how good archive cine film can be.

The British PAL version of this tape is exclusively produced under licence by Steam Powered Video, of Dawes Road, Dunkirk, near Faversham, Kent ME13 9TP. The price quoted includes postage within the UK.

NEWS SPECIAL

Stop Press of the model railway world



East Midlands show cures parking problems

The East Midlands Model Railway Exhibition, this year on Saturday 6th and Sunday 7th March, attracts several thousand keen enthusiasts from all over the country to the Victoria Leisure Centre in Nottingham. Parking near this central venue can be difficult, especially on the Saturday when the city is busy with shoppers. The show organisers have arranged for Nottingham City Transport's Park & Ride route 304 to serve the exhibition with a new stop in Southwell Road, only 200 yards from the venue. Visitors to the exhibition will be able to leave their cars at the Colwick Park & Ride site to the east of the city — just off Daleside Road, the main A612 from Nottingham to Southwell; watch out for the yellow signs. The inclusive cost is just £1.00 for all-day parking and the return bus ride for up to five occupants of the car. The service will operate every 10 minutes or so throughout the day from 8.00am to 6.15pm. Supplementary travel vouchers are available from the bus drivers at no extra cost if visitors need to return to their cars at any time during the day.

Javanese D52

Further to Richard Comber's article on the Javanese D52 2-8-2's in the October issue, A. L. van den Berg has been kind enough to provide information on the red & white horizontal rod below the smokebox door (p.371).

This is actually a tube which protects an operating rod running from the left to the right hand side of the loco. The former State Railways had signalling devices on most main line engines consisting of rotating flaps clustered around the front of the smokebox: these are clearly visible in the front views of D52081. The flaps had coloured inserts or glasses for night operation, and swivelled in front of the upper and lower marker lights. Both handrails along the left hand side of the boiler carried operating rods, and the movement was transferred across the front of the boiler at the lower position in the aforementioned red & white tube. The upper cross rod is mostly hidden by the headlight, but the vertical links to the lower rod can be seen. The system is briefly described on page 35 of the book by J. J. Oejema which is referred to in the article, but the exact significance of the messages conveyed by the flaps in various positions is not apparent, though it seems they relayed some information about the train orders from the engine crew to the station staff. Early diesels supplied to the PJKA were similarly fitted.

In 1982, Stephen Bishop noted this weathered Class 57 2-6-0 shunting at Temuco in southern Chile, one of the country's last bastions of steam: these locos were then still regularly working the Victoria to Lonquimay branch. The very British-looking machines were supplied by a number of builders between 1908 and 1914, and Mr Bishop would like to know if there is anything commercially available in OO/HO which would be a suitable starting point for a model — gauge difference notwithstanding!

Mr Bishop can be contacted at: 62 Harrison Avenue, East Brunswick, New Jersey, 08816, U.S.A.

SAR 25NC at Quainton Road

Much progress has been made since North British Class 25 NC 4-8-4 No. 3405 arrived at Quainton Road last October. The first task was to remove the coupling rods from the cab and refit them. This proved to be a protracted business, not only because of their size and weight, but also because it was found that in order to deal with the unique roller bearing assembly special SKF tools were required, and these had to be flown from South Africa. Once fitted on both sides, work was begun on refitting the cab controls.

Now this is nearly complete, and on major open days the cab is open to the public for inspection. Because of its large size, a family of four can be accommodated with ease and this is proving to be a big attraction. Elsewhere on the locomotive, the tender and mechanical stoker assembly have been completely cleared of years of accumulated coal dust, and painting the inside is now in progress. The spark-arresting gear has now been removed from the smoke box to expose the tube plate and the boiler has been given a preliminary visual inspection which indicates that it is in sound condition. The locomotive has been given two coats of paint and is now resplendent in its original black livery.

The Society has acquired through the Quainton Railway Society a continental ferry wagon (which it was thought would be in keeping with 3405) to act as a store. A short length of dual gauge track has been laid behind the locomotive. The wagon is at present in the sidings at Banbury, and its arrival has been awaited for some months. The delay is apparently due to British Rail not having a locomotive to shunt the wagon into a suitable position for loading onto a low loader. It seems that since the introduction of turbo trains Banbury does not even have a station pilot! Once the wagon is on site a lot more of the outstanding work can commence. Anyone interested in helping should contact: Ken Livermore, 2 Franklin Avenue, Cheshunt, Herts EN7 5DX.

Danish Atlantic

David Hardman of 94 Regent Street, London, Ontario, Canada, has an old K's kit for a Danish Atlantic loco and needs to acquire a proper set of frames for it. He is able to make replacements in brass if he has sufficient information, and is therefore anxious to obtain suitable drawings or at least principal dimensions (length, wheelbase, spacer locations, etc) derived from the frames which must have originally been with the model.

Alan Nield

We were shocked to learn of the sudden death of Alan Nield at the age of 37. Alan was co-builder of the multi-national European-outline HO exhibition layout *Europ* which made such a well-deserved impact at the Manchester MRS exhibition in 1991 and also provided this magazine with its first truly pan-European Railway of the Month in the December issue of that year.

Alan's great interest was in the railways of the Benelux countries, and his knowledge of the Dutch and Belgian systems — and most importantly of the model railway products for those countries — was impressive. He was generous with this knowledge, willingly imparting useful information to anyone with similar interests. The writer, who met Alan through a mutual enthusiasm for the NS, first seriously navigated the confusing waters of Dutch model shops with a well-worn and much-referred-to list which had been prepared 'on the ground' by Alan during his frequent and extensive travels. This 'chart' was an invaluable time and temper saver in territory where many a worthwhile model railway shop may lurk in the basement of an innocent-looking toy store. Thus the legendary (to the writer) Meijer en Blessing in Rotterdam was 'discovered' with the aid of Alan's freely-given information.

He will be sadly missed by his many friends in the hobby, particularly in the North West. We are sure that we speak for all who knew him when we extend our deepest sympathy to his family.

Expometrique — Expomodel 92

A report by Phil Kelly

A chance to visit this exhibition, held at the Espace Floralie, Avenue de Lattre de Tassigny, Les Lilas, Paris between October 24th-26th, was too good to miss. And it wasn't hard to convince a family of francophiles that a half term visit to the sights of Paris would be a good idea, complete with Euro Disney for the kids, even if dad would be going AWOL for an afternoon to pursue his eccentric hobby.

Emerging from Mairie des Lilas metro station, I caught a glimpse of a traditional open platform Paris bus just moving off. A vintage bus shuttle service provided by enthusiasts? Right about the service, wrong about the operator. I rode the Renault TN4A 3068 back from the exhibition; it was in the charge of a driver from RATP, who explained that it was one of the Paris transport undertaking's hire fleet, available for special occasions. No nonsense about enforcing modern traffic regulations; the semaphore trafficator flapped smartly out and in as the bus wove its way through Les Lilas' Saturday traffic.

It was the first time in many trips to France that I've managed to coincide with an exhibition and this was a real treat. Reading the French model railway press, I've always been fascinated by the 'modular' approach, and to see it working as planned was most revealing. The idea that modellers working at home can build what are effectively working dioramas which, joined end to end, produce large exhibition layouts is something which you won't often see on this side of the Channel.

However, I left with mixed views. Big exhibition layouts need operating coherence to retain viewing interest, and if the layout only exists in its particular form for three days, it may be that this is difficult to organise. Trains which don't go anywhere special, or gallop from end to end of a model 'chemin de fer d'interet local' without stopping at the halts, somehow aren't right.

More serious is the problem of visual incoherence. When we model we adopt conventions to reproduce the real world. The trick is not to reduce everything 87-fold. Track ballast would be fine powder; grass would be miniscule fibre. The eye sees the same colour differently according to the area it covers, and differently again if the colours which surround it are changed.

If we use the same technique to depict all our roofs, or rocks, or surfaces of fields, roads and platforms, eye and brain absorb the meaning and realism comes from consistency. But modules from different modellers use different methods, and I found myself comparing them — that's how he does trees, his red-tiled roofs are all two shades lighter, and so on.

It's very instructive for a modeller, but the overall illusion of a world in miniature is disrupted.

Nevertheless, what you get is impressive. The Club Conflanais presented 15 metres of the Rhätische Bahn in HOm, complete with superbly modelled scenery including a viaduct over a ravine which must have been a metre deep from floor to mountain top. On this exhibit, as on the 12-metre long Pithviers-Toury beet sugar system in HOe, the modelled scenes were accompanied by photos of the real thing for comparison. (I wonder how long it took to model all those beets?)

The GEMM HOm CFD ensemble had as its centrepiece Matha station by Pierre Bregerie from the Reseau Charentes/Deux Sevres, capturing all the atmosphere of French metre gauge. I was particularly struck by the Club Beausoleil HOm layout, 'St Laurant sur Module', with a section under construction incorporating three styles of typically French architecture: 'quartier nouvelle' with modern apartment blocks and shops, a run down old-style urban backstreet, and a renovated street of traditional buildings with old shops transformed into new boutiques for the 'bon chic, bon genre' French yuppie. No-one seems to mind displaying modules like this featuring work in progress.

The Club de Chartres HO layout, 15 metres by 4 metres, offered main line running with full length trains from pre-war to Corail.

The exhibition also gave me a chance to look at the 30 or so stands of specialist manufacturers. Mostly, these are very small firms whose products are unobtainable over here; quite a few don't even advertise regularly in the French magazines.

A word of advice: regular buyers of French models will know that prices are often very much higher, because production runs tend to be smaller than British small manufacturers. Even catalogues where available, seem to range from FF25 to FF100.

Harz 2-10-2 tanks

John Turner has kindly supplied some additional information to complement Ron Martin's remarks in the December 92 issue.

Certain points need clarification in particular the oil burning conversion scheme introduced by the Deutsche Reichsbahn under the Communist government's centralised control.

All the Harz 2-10-2's were converted to computer numbering in the late sixties as quoted, but 99.7247 was restored to original DRG numbering (99.247) upon being allocated to the museum fleet of traditional locomotives under the care and supervision of the Dresden Verkehrs (Transport) Museum. The change was first displayed at the Deutsche Reichsbahn celebrations at Riesa in 1989.

The oil burning conversions were only made to the post-war built series, which became 99.0231-99.0247, leaving the original engine 99.7222 as a coal burner. The conversions took place at RAW Gorlitz in the early 70's as a planned labour saving and economy scheme. Due to the circumstances of the trading agreement within the Comecon group of countries oil was supplied and controlled through the 'Friendship' pipeline from Russia. Therefore the oil supply fluctuated depending upon the priorities of Moscow. The advent of the

Afghanistan war at the end of the decade immediately affected the oil supply as military demand rose.

The Deutsche Reichsbahn had to reverse a policy of replacing coal burning steam power with diesel and converted oil-burning steam machines, and restore a situation where coal was the main source of energy, to cope with the diminishing supplies of oil from Russia. This situation meant the retention of a large steam fleet, which has left the current legacy for steam enthusiasts at the time of reunification.

All the oil-burning Harz 2-10-2's were re-converted to coal at this time returning to the previous numbering of 99.72XX and joining the coal burning pre-war original loco 99.7222.

This locomotive had had a somewhat chequered career surviving World War 2 in Germany whilst its two sister engines were exiled to Norway in the 1940's and subsequently scrapped there. The loco has also been kept in its original condition and has many detailed differences to the postwar 1950's series, with which it serves on the Harzquerbahn, thereby creating a unique machine. In the late eighties it was set aside out of service indefinitely at RAW Gorlitz due to the cylinder blocks becoming worn beyond repair. There the loco resided, awaiting a decision from the DR board upon its future, due to the expensive cost of the repair. At this period the DR were updating their network and motive power stock, and electrification had become their policy for the future.

With this plan in mind it was decided that the 99.7222 had no future in DR service, and that it would be put out for disposal. This edict was not acted upon by the authorities at Gorlitz, who were using the engine as a stationary boiler, and keeping it complete.

With reunification a new situation arose; enthusiasts and preservationists from outside the former German Democratic Republic appeared on the scene and the finance was found to save this unique machine. The new cylinder blocks were produced at RAW Meiningen and the loco given a complete works overhaul. In 1991, 99.7222 returned to service at Bw.Wernigerode, where it is considered a celebrity, to take up duties again on the Harzquerbahn.

In conclusion I should add that the latest renumbering given to the 2-10-2's in the new 1991 computerised scheme has been implemented. On my last visit each machine was observed to be carrying the new number on a plate on the rear wall of the cab, whilst all external number plates displayed the DR computer number (99.72XX-X).

I hope this information will correct some assumptions made of the Communist period and perhaps to help put the record straight.

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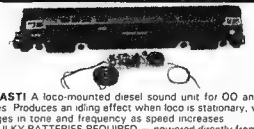

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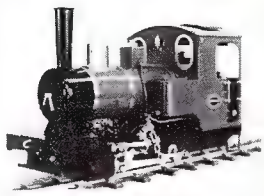

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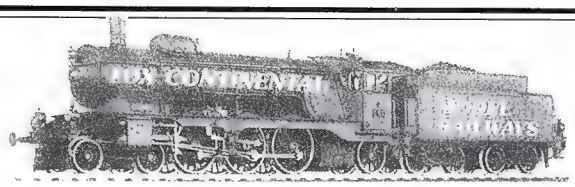

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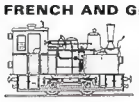

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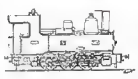

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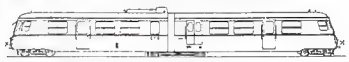

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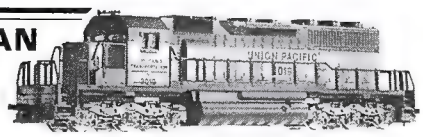

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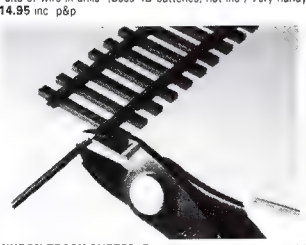

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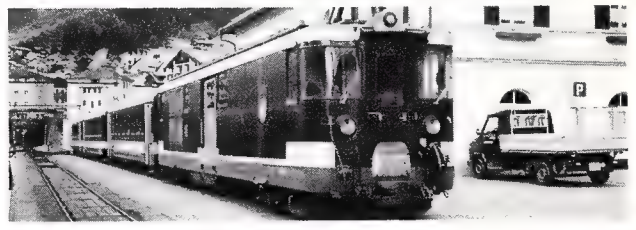

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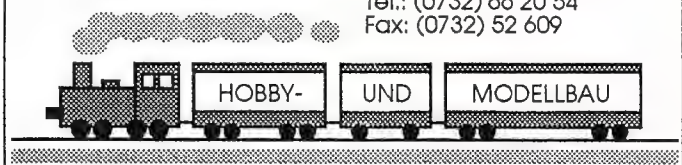

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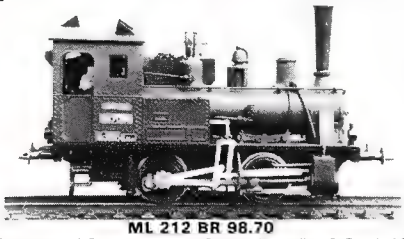

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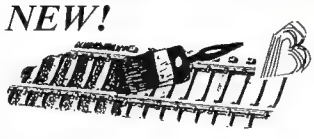

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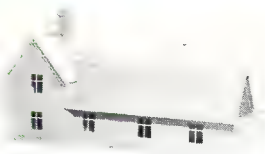

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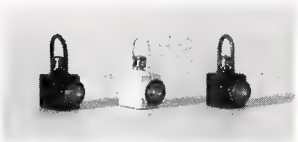

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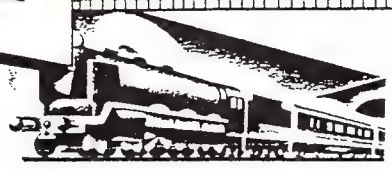

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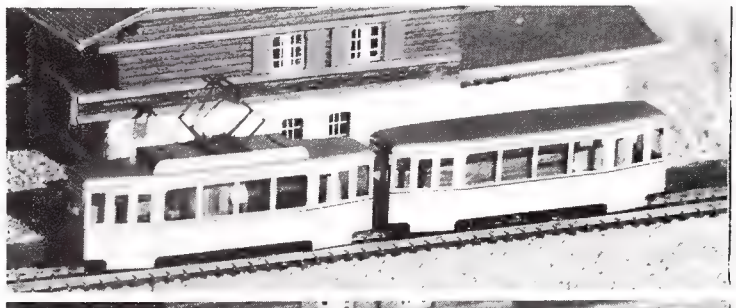

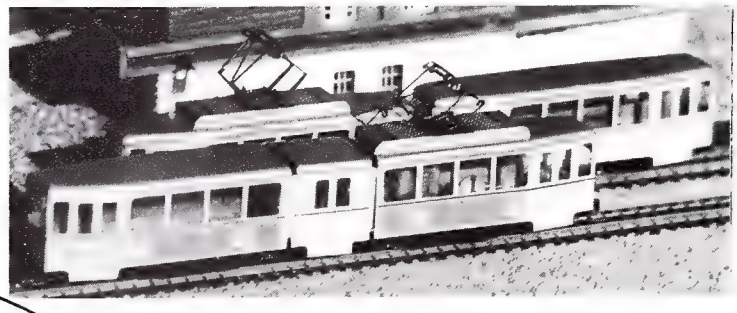

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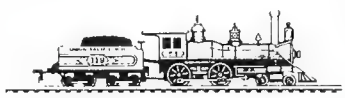

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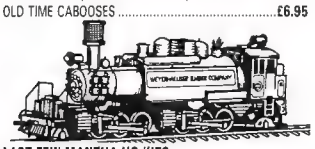

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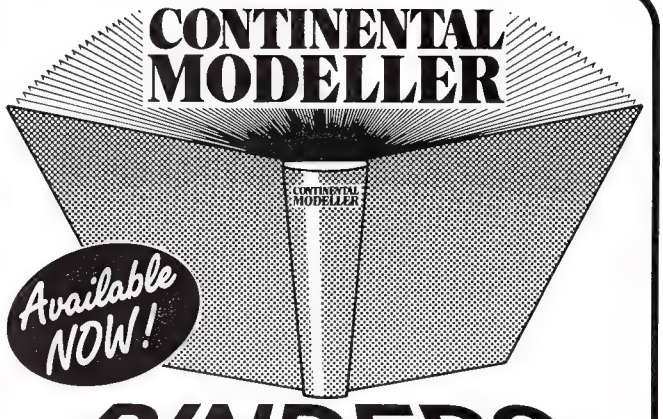

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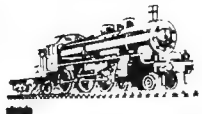

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8184 SBB Re6/6 11605 green £39.00
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9080 DB bogie well wagon £6.00
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9149 SNCF 2nd green £4.00
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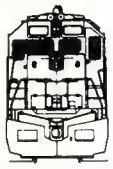

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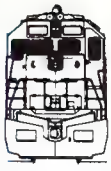

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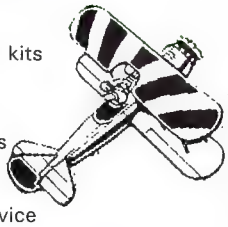

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3672 DB BR212 diesel.....**£77.50**
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NOTE ub - unboxed, or in the case of locos in an incorrect box
t/b - turquoise beige
Catalogue Numbers quoted are those which appear on the Model's box where applicable

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5163 DB TEE 1st-open (3) £8.00
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1417M DB Works bogie coach, green £7.50
5163 DB TEE 1st open (4) £8.00
5163 DB TEE 1st open, (lit) £11.00
5160 DB TEE 1st corridor (2) £8.00
5160 DB TEE 1st-corridor (lit) £11.00
5169 DB TEE 1st corridor (lit) £11.00
5162 DB TEE diner (with panto) (lit) £13.50
5161 DB TEE 1st corridor red skirt £8.00
5165 DB TEE Quick Pick £10.00
5133 SBB 1st (2) £8.50
5133 SBB 1st (lit) £11.00
5134 SBB 2nd £8.50
5134 SBB 2nd (lit) (4) £11.00
5130 SBB baggage (lit) £11.00
5131 SBB restaurant (lit) £12.00
5171 DB baggage, two tone green £7.00
5136 ELB 2nd, blue.white £7.50
4436 Centre car, for DMU Br614 t/b £9.00
5181 DB 2nd.corridor t/b £8.00
5169 DB 1st corridor t/b (lit) £11.00
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5106 DSG diner, red/grey £8.00
5175 DB diner, red/grey (lit) £11.00
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5656 NS 2nd, blue-yellow (5) £8.50
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5157 DSB 2nd, red (2) £8.00
5153 SNCF 2nd, green (4) £8.00
5148 SNCF 2nd, green (weath) £8.00
5154 NS 1st 2nd, blue (2) £8.00
5153 SNCF 2nd, green (5) £8.00
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5206 SNCF open, grey (3) £4.50
5339 Breakdown van, green £6.00
5351 Breakdown van, green £6.00
5207 SNCB open, green £4.50
5205 DB open (2) £4.50
5350 DB G10 van £6.00
5220 TT wagon £5.00
5569 Track cleaning wagon (3) £9.00
5200 Flat with 'Fleischmann' cover £4.00
5401 Shell 4 wh tanker £6.50
5301 DB Guards van, green (lit) £9.00
5480 Bayern Zement bogie silo £10.00
5320 DB Vonhaus Zu Haus (3) £9.00
5405 Nynas 4 wh tanker £7.00
5400 Esso 4 wh tanker £6.50
5402 BP 4 wh tanker (3) £6.50
5406 Texaco 4 wh tanker £6.50
5331 Chiquita banana van (2) £6.00
5203 DB open with pit props £5.00
5301 DB guards van (lit) repaint £7.50
5347 Coca Cola van (4) £6.00
5236 Scholler Eskrem cont wagon (4) £9.00
5231 Eku cont wagon £9.00
5233 Danzas cont wagon £9.00
5342 Dabmeister Pils van (2) £6.00
5324 Appolinaris van £6.00
5364 DRG cattle van (ub) £6.00
5367 Coca Cola van (5) £5.50
5378 G&H Isover high capacity van (2) £7.50
5200 DB Lowside with 'Fmann cover (4) £5.50
5378 G&H Isover van (weath) £5.50
5232 DB cont wagon (4) £8.00
Fleischmann cont wagon £6.00
5301 DB guardsvan, green (lit) (3) £8.50
5377 Shell van £8.00
5025 Carlsberg van £3.00
5026 Heineken van £3.00
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5011 DB lowside £3.00
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Jouef (SH)

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8602 SNCF Bugatti railcar, red cream £35.00
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8482 SNCF 2DL (weath), green £20.00
8355 SNCF 231k, green £35.00
8260 SNCF 241P green £37.50
SNCF Mail coach £32.50
8503 SNCF C61004, green £22.50
8422 SNCF BB13001, blue, crocodile £20.00
8582 SNCF BB25110, blue £20.00
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6530 PLM bogie van (weath) £2.00
6560 PO-midi bogie van (weath) £3.50
6520 PLM bogie open (weath) (3) £2.75
6520 PO bogie open (weath) £2.75
6560 Etat bogie van (weath) £3.00
5650 Postes coach (weath) £4.00
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SNCF long bogie van (ub) (2) £3.25
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SNCF Findus van (ub) £2.00
SNCF Calberson van (ub) £2.00
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5482 SNCF restaurant, grand confort £4.50
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5291 SNCF 1st green silver (2) £5.00
6500 SNCF bogie open, green £3.00
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5270 SNCF 1st, red (2) £4.50
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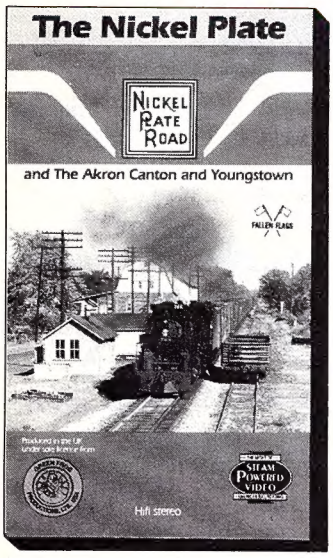

The Nickel Plate, throughout its life, had to compete for survival by running a very efficient high speed, freight service across its system. It relied on and was made famous by its great fleet of Lima 2-8-4s — "and what they couldn't do to the competition wasn't worth a box of LCL!" They were so successful, (out performing early diesels in high speed power outputs) that the NKP retained steam traction until the late fifties. And so Emery Gulash was able to record them in every day high speed freight service along with 0-8-0 switchers, 2-8-2s and 4-6-4s.

When diesels did come they continued the tradition of high speed hot shots. See the Nickel Plate's first generation diesels from EMD, ALCo and Fairbanks-Morse. There's also coverage of the ALCo PA1s in the beautiful "Bluebird" livery on "The Westerner".

More Fairbanks-Morse power appears on the associated AC&Y. It tapped into the automobile, rubber and quarry industries missed by the parallel but more northerly NKP route.

As a bonus there's coverage of Reading 4-8-4 2102 running a fan trip on the AC&Y.

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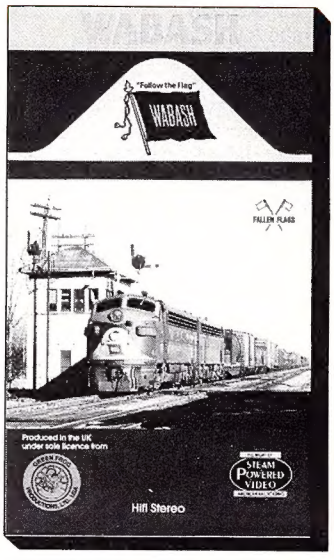
WABASH



The WABASH was one of the major bridge lines on the mid-west linking Detroit with Kansas City. Chicago and St Louis were joined by the company's other main line and there was also a Detroit to Chicago route.

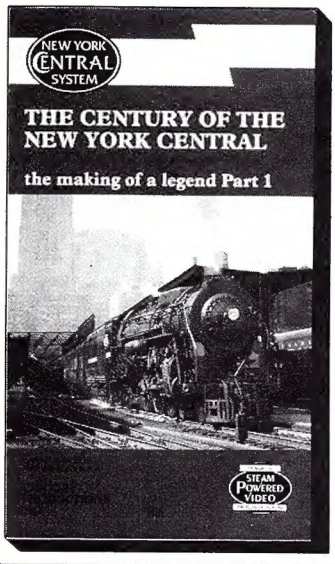
Noted photographer Emery Gulash explores the eastern end of this much respected line, together with a brief visit to Missouri. Also seen is the WABASH's extension over the Canadian National to Niagara Falls and Buffalo.

You'll see virtually every type of road power the WABASH owned; from EMD, the E7s, E8s, F7s, GP7s, GP9s, and GP35s; from ALCo the PAs, FAs and Centuries, together with GE U25Bs and the huge Fairbanks-Morse "Trainmasters", all wearing both the early classic grey, blue, white, and later solid blue liveries. The period covered is from 1952 to the N&W takeover in 1964.

See also the Detroit-St Louis passenger trains, the DETROIT LIMITED and the WABASH CANNONBALL, immortalised by folk song. The operations of subsidiary Ann Arbour and the Fort Street Union Depot in Detroit are also covered.

Come "Follow the Flag" for a memorable look at a much missed railroad.

• 1 hour • colour • Stereo hifi sound • narration • **£21.95 (free UK p&p)**



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2289 DR Class 96 0-8-8-0 Mallet tank £140.00
2309 DR 243 Bo-Bo Electric EpIV £95.16
2328 DB E111 Bo-Bo Electric Ep.V £62.22
2329 OBB 1020 Co-Co 'Krokodile' £98.60
2331 OBB 1042 Bo-Bo Electric £95.94
2354 DB-Lufthansa Express 103 Co-Co Electric £85.45
2406 Berne Neuchatel Re4/4 Electric (Ltd edition) £104.72
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12024 DR 24 050 2-6-0 ..... £61.83
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6030 Curve R2 ..... £1.0[illegible]
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9130 Curve R3 ..... £1.38
9131 Curve R3 15 deg £1.27
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